



And so you asked...

My dearest wish

By **Al Zullo**
President-Business Representative



Since this will be my second-to-last article in the Bulletin, I wanted to talk with you about one of the greatest threats I see to ATU 757 members in the coming years. That threat is the deplorable state of this country's health care system. I would hope that, in the future, ATU 757 will take the lead in demanding single-payer universal health care in Oregon, Washington and for all Americans.

The reasons why I am stepping out in front of organized labor on this issue are many. Certainly as a union leader I have been dismayed to see that, with each negotiation, it is becoming harder and harder to keep our existing health care benefits. At every session management tries to shift the cost onto the workers' shoulders. But what are we getting these days when it comes to health care? The news isn't good and it is getting worse.

- Forty-one million Americans have no health insurance, many of them small business owners and full-time employees.

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Officer Reports

TriMet Center Transportation

As reported by
ALAN EISENBERG



Everything is fine. Schedules are great, our buses are new and shiny, and breaks are long and too numerous to count. Whoa! I wake up in a sweat. It was a dream.

Okay, here's the scoop: We're short buses because the parts that are necessary to fix our buses are no longer on the shelf in order to save money. So, when our brethren in maintenance need a part, it has to be ordered. When buses roll out of the bays and are put into service, some of them haven't been completed. I know because it happened to me. It's not their fault but that of our penny-wise and pound-foolish top — what a joke — managers.

Runs are cancelled at an alarming rate so that our customers are left swinging in the breeze, and those drivers that are out there have to pick up a teed off public. Fun, right?

In the meantime, drivers are not getting their breaks (remember to take them) and CSIs are coming in at a rate that makes the flood in Noah's time look insignificant. Then, there are drivers that don't get a vacation for three to five years because they had to start all over again when they went full time. No wonder there's an 8 to 10 percent attendance problem every day. The answer we get when we broach these subjects is, "Well, that's the way it's been done for 30 years." Great answer. Dumb and numb policy.

Here's my challenge to Hansen, Nelson, Ford and the rest of our administration. Come out and ride with us both day and night on the 9, 4, 72, 8, 6, 75, 17 and a whole bunch more to see the failure of your policies. We get drug tested because we're in a safety sensitive position, so why not you? I think we need a drug-free workplace. Maybe that

would weed out the real danger to us and our riding public.

So, what do you want to bet that this won't happen? Oh, well, back to dreamland. It was a much more caring place.

TriMet Merlo Maintenance

As reported by
KEVIN KINOSHITA



It's about that time again — the maintenance yard is being torn up for concrete work. Please be careful around the yard, especially at night. It has also been a weird

spring, and allergies will be coming into season before long. Go and see your doctor before the pollen season hits and get that allergy medication. It's been my experience that this type of medication (Turn to Page 2)

Proud to be Union

By **Jon Hunt**
Vice President /
Asst. Business Representative



Anyone who talks to me for very long will hear me say that I was raised a union kid. My father, Bill Hunt, was an ATU 757 member for 23 years. During the last years of his working life he was an ATU 757 executive board officer. Today he is a proud member of the ATU 757 retirees' chapter. I tell you this because I grew up

believing that being "union" was a very good thing.

The preamble to the ATU Constitution states that the union was established "to promote the general cause of humanity and brotherly love, and secure the blessings of friendship, equality and truth." Those union values brought us the eight-hour work day, five-day work week, the minimum wage, pensions, workers' compensation, vacations and other benefits we often take for granted. The values in the ATU preamble remain as important today as they were when they were written over 114 years ago.

Global corporations are making every attempt to drive working people's wages, benefits and working conditions down. This fact makes

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Spring clean-up

By **Tom Wallace**
Secretary-Treasurer



Spring has sprung, so we will begin our spring clean-up. Things have been busy in the office this last month. We have missed our former executive secretary, Helen Nickum, for a full month now. With her retirement, the remaining staff has picked up her duties quite admirably.

I am planning a clean-up day at the Union office on May 20, 2006. We will start at 8 am and continue until we can't

work any longer, I will provide a barbecue lunch to replenish all volunteers. The day will entail pressure washing the parking lot and building, painting, cleaning the roof and gutters of debris, and fixing the retaining wall around the grand old redwood tree in the parking lot. If you would like to volunteer, please contact me at the office 503-232-9144, my cell 503-781-7334 or e-mail me at fstreasurer@atu757.org. I will look forward to seeing you there, more hands make less work.

On April 17, 2006 we held the election committee elections. The committee will have had their first meeting on April 26, 2006. This meeting consists of an orientation on their responsibilities and the process the Union staff goes through in an effort to prepare for this election. Please make sure the Union has your correct address for the mail out ballot. You may access an address correction

form on our web site, www.atu757.org, under the forms button. After completing this form, you may e-mail it to fstreasurer@atu757.org or fax it to 503-230-2589. If you do not have access to the internet or fax, please call the Union office and update your address with a staff member.

The 2006/2007 budget should be ready for the membership to vote on at the May 15, 2006 meeting. Should there be a special order of business (due to the nomination of Union officers) at this meeting, the budget will be presented at the June 19 meeting.

Should you have any questions in regards to the finances of the Union, please contact me at the Union office, the door is always open.

What IS this?

The four outside pages, plus Page 8, are news from and about your Union. The inside pages are produced by the Northwest Labor Press, and cover the labor movement as a whole.

Amalgamated Transit Union Division 757

Representing working men and women in Oregon and Washington at:
TriMet • Lane Transit District • Rogue Valley Transportation District • Portland Public Schools • Lamar Advertising Company (formerly Obie Media) • Valley Transit Association • Laidlaw Transit Services, Inc. (TriMet Lift, Portland) • American Medical Response Northwest (Josephine County) • Laidlaw Education Services (Portland Public Schools, Corvallis School District, Corvallis City Transit) • MV Transportation, Inc. • C-TRAN/C-VAN • Salem Area Transit • WHEELS • Northeast Coalition of Neighborhoods, Inc. • Tillamook County Transportation District • ATU Retired Member Chapter



ATU Local 757 Officer Reports

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works best if you take it a month before the allergy season starts.

The annual "Unions for Kids" motorcycle poker run will be on June 10, 2006 starting at 10 a.m. This is a great ride that starts at the International Brotherhood of Electrical Workers (IBEW) union hall, and all riders are welcome. There also will be a chili cook-off competition among the union trades again this year. Also, there will be a raffle to win a Harley-Davidson Dyna Low Rider with a security alarm; the color is cobalt blue, and the tickets are \$10. If you want to purchase raffle tickets, contact me at 503-522-4009 or contact our Vice President Jon Hunt at the Union office. Please check out the Web site, www.unions-for-kids.org if you want more information.

The helper sign-up went into effect on April 9. There are some problems with the spring sign-up. As most of you know, there was a new facility called Ninth Street on the sign-up. The District did not bargain with the Union on this facility; safety and overtime are some of the issues. This is the same facility where the garbage truck got stolen ... hmm.

The cyclone blower installation process is starting; the days of using the broom are almost gone. Will the cyclone machine eliminate work or create more work? Is this a good or bad thing? Time will tell.

Have you heard lately about "the budget?" It's sad that employees who are retiring at an alarming rate are not being replaced. The ones who are suffering the most are you and me. Every Union brother and sister, whether in maintenance, transportation or salaried workers, is taking the brunt of the District's lack of hiring and is overworked in the process. We have apprentices ready to graduate and hit the floor, but the District is not willing to graduate them. Once again, if you check out the internal job postings, there are a lot of non-Union job postings. At the last executive board meeting every officer said we need more Union employees at TriMet.

We met with the District recently to talk about the vacation allotment. This meeting did not go anywhere. The District is complaining about people on FMLA and workers' comp, and that's why they are penalizing you. If you notice, when people are off on these two conditions, the District does not bring in people on overtime to cover that position. Stay tuned for more.

Grievances have been filed. We just filed grievances on safety for the money-run truck not having a safety latch and senior mechanics not being paid while working on the weekend. Lastly, a lot of rumors are floating around. Ask that person where he/she heard that information. A lot of times you will hear, "I heard it from so and so, and that person heard it from so and so." If you want the correct information, the best advice I can give you is to go to the source, ask some questions, and find out for yourself.

Just a passing thought — if you go to Fred Meyer or Albertsons, you will notice the scan yourself check-out areas. How may union jobs did this eliminate?

TriMet Powell As reported by SAM SCHWARZ



I would like to address three separate issues that affect us all. The first is compliance with state and federal laws. TriMet and other large districts believe that if you do not know the law, they can ignore it rather than uphold it. Our members' legal rights are ignored or just laughed at by management. This is a lot easier than explaining your rights, and most employees tend to believe authority figures. Laws like OFLA and FMLA are not explained properly, and more often they are not computed correctly.

Breaks and meal breaks are also a law which is ignored on a regular basis. When the Oregon Department of Labor and Industries states undisturbed breaks are to be achieved, how do the districts uphold the law? They simply ignore it. And if you do not achieve a break, they simply ignore it.

It takes the schedule writers three months to fix a bad run. This is not acceptable. Some runs have been bad for over two years. Our health and wellbeing are at stake. This is a serious matter.

The safety of my brothers and sisters is a major concern. The District has never addressed this. They just ignore it. Whether it's driving or repairing or enforcing fares, the problems are ignored. With the warmer weather here and the price of gas skyrocketing, I am almost certain we can expect more problems!

The summer sign-up is here, and the scheduling department has interlined runs that have bad schedules in the hopes that they repair themselves. This only makes sense; after all, their computer can't fix them. The head of scheduling should have to drive the run to make sure the running time is adequate and that there is a break and a bathroom available at the end of each line. Our supervisors have better things to do than looking for buses at the end of the line.

The slow buses — and the fact that the District has made the buses dangerously slow pulling into traffic — are not acceptable. They add stress on the operator and wear and tear on the equipment. But no time is being added to the running time. I guess we are expected to drive a lot faster. How safe is this?

Finally, our operators are being charged with accidents if a passenger falls on the bus. This is laughable and will generate a grievance.

Have a great Memorial Day!

Laidlaw Corvallis As reported by CHRIS GROOMS/ BOB McGUIRE

No report given.

TriMet Powell Maintenance As reported by DAVE KAY



The facility repairs and improvements at Powell Garage are underway. As I write, the ventilation system for the shop is nearing completion. A modification will follow almost immediately to the two south pits to connect them to the oil drain system. The yard concrete repairs are about to kick off, and the repairs to our tank farm will begin shortly. The lighting changeover in the shop will be the final project for this summer, and at this time is scheduled for about July. That said, with all this going on, vigilance will be an absolute requirement to stay safe. It appears we will have to cross paths with the operators coming off the road for some time as the yard rotation is affected. We accomplished this task the last time with no incidents. Let's go for the same number!

Under the "no good deed goes unpunished" department, the District has decided that since they have no control over workers' comp and FMLA, the only recourse is to control your vacation use. Their intent is to no longer allow the extra vacation slot during the summer months and hunting seasons. Good job all and thanks from the District. The Union is taking appropriate actions.

An investigation is in the works concerning the payment or nonpayment of night differential. A senior man issue has been brought to the Executive Board for consideration for arbitration.

I am pleased to announce the settlement of a grievance on the District's commercial driver's license (CDL) policy. After a series of meetings with Tony Bryant, a list of jobs was created that maintenance members who have lost a medical card or driver's license may, by seniority, bid to retain their jobs. Please look for a copy of the new document available shortly.

The shoe policy grievance is moving forward to Step 3. Although most issues have been resolved, one major stumbling block remains, and that revolves around the \$100 per year figure that was negotiated before the forced implementation of the new policy.

Salem Area Transit As reported by GARY SPORE



Not much is going on with the exception of the property tax levy measure. Ballots were mailed on April 28 and are due back no later than May 16. Please vote and

get them turned in! Please wear your "ATU YES for Buses" button on your uniform. This button has been cleared to wear with our uniform through the operations director.

The next Union meeting in Salem will be held on Tuesday, May 16, 2006 at 7:30 p.m., at the Red Lion on Market Street.

Lane Transit District As reported by CAROL ALLRED



as employees.

The weather is already starting to turn warmer, and I need to remind you again to drink lots of fluids, use the rest room when you need to, and obey all traffic laws.

Another operator was issued a traffic citation while driving the bus. This citation was for running an amber traffic light. This is the sixth traffic citation issued to an operator while driving a bus in the last year. Remember, it is your CDL at stake, so please observe all traffic laws. This is what the District requires of you.

We will have five or six new bus operators begin training in late June and another five or six operators begin training in August. Please make them all feel welcome and at home.

We are having trouble finding qualified candidates to even interview for the journeyman mechanic position in fleet services. The wage scale for this position may be the problem. The journeyman mechanics at Lane Transit need to be paid at a higher scale to be more competitive in the market. The entry level scale is way too low to attract qualified, experienced mechanics.

This situation will only worsen with time. Hopefully, the District and the Union will be able to find some solution that will enable us to hire mechanics with the same high quality of those already working at LTD.

TriMet Light Rail Transportation As reported by MICHAEL T. OLIVER



but for an insistent minority they are also used as traveling restaurants, motels, shooting galleries, a safe place to do dope deals and many more, illegal, impolite

and filthy things. So, how to change that? Our inspectors, who are up to their necks in work, really don't have time to expand into other fields. Some say that changing Fareless Square will help. As is usual, when faced with a multidimensional problem, there is not one solution but many. We have to get back into the schools to teach the kids how to act on the trains and exactly what is expected of them. Kids run wild, threaten passengers and tell me, "Get back in that cab and drive." They need to be educated. People who smoke on the train need to be ticketed and, if necessary, be excluded. Inspectors do a bang-up job for us, and I don't want to lay this on them, but if we had a half-dozen more inspectors it would work in our favor. MAX and PSC (Portland Streetcar) should get together and print up some leaflets that spell out how to act on modern transportation. If we don't, they won't.

Because of a severe shortage of light rail operators, we face a whole new set of problems. Most everyone who is available is bucking up against the hours of service policy. Ten-hour days, 13 days in a row benefit passengers only. Add to that accidents, door holders, customer complaints (CSIs) and other distractions too numerous to mention, and we have a lot of pressure. This all adds up to a situation where we are not treating each other in the respectful, polite manner that folks in our situation should. If you are faced with offensive behavior, please do not react in a negative manner. The harder we work, the snappier we can become. If you feel you cannot take care of a certain situation in a polite manner, please allow me to assist you. We have to take care of each other and especially ourselves and our families. Don't bring work home. Take your partner to the hot tubs for the evening; go for a walk, a bicycle ride or something relaxing. Remember above all; don't let the buzzards get you down.

Congrats to Steve Andrews, Operator of the Quarter. In the short time he has been here, he has impressed us all; way to go, Steve. Once again the "superman of railroads" is out there beating the bushes for participants in the 2006 light rail rodeo. Ron Callahan, coach of the eventual winners, is working his caboose off to get competitors. Support Ron and have a good time to boot. Come to the 2006 rodeo from 9 a.m. to 1 p.m., Sunday, May 7. The winners will go to New York City to compete in the national rodeo.

Please remember: If you want to work a holiday that you have off, you must sign the holiday book. Summer sign-up is finished, and I hope most people are satisfied. It always helps if you are ready and make a couple of preparations: Fill out a request form or be at the sign-up; otherwise, the Union representative will sign for you and you will be expected to be satisfied. Seeing as how I'm not Mick Jagger, it sometimes doesn't happen. Stay in touch and be well. I'm at mtgbo2002@msn.com

WHEELS As reported by JOHN HARVEY

No report given.

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ATU Local 757 Officer Reports

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Portland Public Schools

As reported by
SMOKEY STOVER



Michael Webb showed up at the Executive Board meeting to request arbitration of the 6 percent PERS issue and get a clean vote to arbitration.

The District keeps bringing over work for us during down time, and most of the drivers do not sign up for work. If this trend keeps up, they will not bring work back for us.

We have two more months before school will be out, so keep your mind clear, think "drive" and watch out for other drivers.

A District Council of Unions (DCU) meeting was held on April 11. We talked about the bylaws, which will help the DCU members work better. The second reading was on April 17, along with elections of officers to different jobs in the DCU.

Anyone with an individual account at City Street Company should be concerned. Detailed account information is not given, and quarterly statements are not accessible. Why are they providing only your account balance?

TriMet Salaried Employees

As reported by
SHIRLEY BLOCK



Here we go again! The new kid on the block, the new assistant manager, is going to change the world with discipline. Sit up and take notice. I'm reminded of the movie

"Trains, Plains and Automobiles." He doesn't have a clue about progressive discipline. Well, I have a few good years left to remind him that he is not at the airport. We are all in ground transportation with a contract that has been signed by both sides. Don't get me wrong: I love and respect my job. I just don't care for the type of attitude of "my way or the highway." I can see what this management is up to. Hire in everyone from the outside; then you have control of these people of having no fallback rights to bid back to their Union positions. They have them by the throats to make them do exactly what they want them to do. I don't care what they say — most of them come into the positions with no strong union experience, no decision making nor people skills, just like little puppets on a string. They all need to take a short course in human relations: The six most important words are: "I admit that I

made a mistake;" the five most important words, "You did a good job;" the four most important words, "What is your opinion;" the three most important words, "If you please;" the two most important words, "Thank you;" and the least important word, "I."

It is so sad to see such a good organization with so much potential go bad with managers that don't have the skill or backbone to tell their bosses the truth of how things really are. The District pays outside consultants big bucks and doesn't really use the advice that is given. What a waste. We are talking thousands of dollars — monies that can go into schedules, hiring the right number of front line staff, improving restrooms for operators, improving incentive programs and equipment — the list just goes on and on. But, no, they don't want to build morale; they just want to cut the staffing and assign more duties and responsibilities to employees on the front line. Come on, guys, pull your head out of the sand and see what's really going on. You are saying "budget." Well, start at the top and work your way down.

TriMet Lift

As reported by
LES GREEN



In order for more people to get involved in your Union, I will accept articles for consideration for the *ATU Bulletin*. The first one, submitted by Ken Briscoe, your shop steward, follows.

"Things have happened at work that could be considered harassment. The Occupational Health and Safety Act, 1993, defines harassment as "any objectionable conduct, comment or display by a person that: is directed at a worker, is made on the basis of race, creed, religion, color, sex, sexual orientation, marital status, family status, disability, physical size or weight, age, nationality, ancestry or place of origin" and constitutes a threat to the health or safety of the worker." Harassment refers to a wide spectrum of offensive behavior. When used in a legal sense it refers to behaviors that are found threatening or disturbing, and beyond that sanctioned by society.

"There are several broad categories of harassment recognized, but we will limit ourselves to sexual harassment, psychological harassment and physical harassment. We will look at them and give examples of each and then tell you the way to take action that will help stop harassment.

"1. Sexual harassment: It is often thought that sexual harassment refers to persistent and unwanted sexual advances, where the consequences of refusing are potentially very disadvantageous to the victim. But it can also be language that is offensive or causes other people to feel uncomfortable. It can occur between a male and female, female and male, male and male or female and fe-

male.

"2. Psychological abuse: Psychological abuse refers to the humiliation or intimidation of another person, i.e.; chasing somebody across the parking lot hollering about the bumper sticker that the person has on their personal car; taking down an employee of the month plaque and placing it in the restroom; telling the drivers that they are a dime a dozen, saying that if you kick over any rock two drivers will crawl out.

"3. Physical abuse: This is an easy one: kicking somebody, hitting someone, taking a person's arm and putting some type of resistant hold on them.

"If any of the things mentioned above or anything similar to this happens to you, there are several options open to you. You can take the action to management and maybe something will happen, or they will just sweep it under the rug as if nothing happened. You can take it to the shop liaison officer or the shop steward. We can write it up and then there will be a record and the Union can get involved. It may not get results the first time, but when there is a paper trail, it will not be swept under any rug.

"This type of conduct is unacceptable in the workplace or any other place. We have enough pressure of being a driver, caregiver and personal care attendant, along with other jobs that customers want us to do."

Laidlaw Portland Public Schools

As reported by
KATHY MITCHELL



The company has notified the Union of its decision to install cameras on the buses. The Union's position is that it should have been discussed further.

If a driver leaves the company, their route needs to be posted. If the school district sends over a new route, it should also be posted and not attached to existing routes.

An ATU grievance has been filed for not following the rotation list in assigning charter work. The company needs to understand that we have a contract to abide by.

Drivers, there is usually an in-service meeting once a month. The procedure is to first sign up for the meeting on the sign-up sheet on the wall. You will be asked to leave from the meeting if your name is not on the list. This is completely out of order. There are company rules that we need to abide by as well. I will ask the Union to enforce this issue.

TriMet Merlo Transportation

As reported by
GREG MCGREW

No report given.

C-TRAN/C-VAN

As reported by
ROY JENNINGS



As I've reported two other times in the *Bulletin*, the Union has an agreement with C-TRAN that no discipline will be awarded due to the init (global positioning system or

GPS) system. I know you've read this before, but let me say it again so that there is no misunderstanding. If the GPS system on the bus shows that you are running early or if it shows that you are off route, no discipline can be awarded. Now, if dispatch sends a supervisor out to check on you, and that supervisor sees that you are running early or off route, if discipline is awarded then that discipline is coming from the supervisor, not the GPS system.

Since we are talking discipline, your Union and C-TRAN have an agreement now in writing that the digital video recorder (DVR) can be pulled only if there is an incident, accident or customer complaint. C-TRAN may view the DVR and may discipline an operator for only the reason that the DVR was pulled in the first place, even though C-TRAN may inform an operator of any other infractions found.

Now that we are getting ready to open contract negotiations with C-TRAN, I've asked Becki Miller to set up a network of fixed route operators to help out. Becki will not only be instrumental in getting word out to the members, but she will be making sure that we let C-TRAN know how we feel about the takeaways that C-TRAN wants us to stomach. Please join with me in giving Becki all the help she needs to do this very important job on your behalf. Remember, you're the Union, and not only is it the fixed route and paratransit operators' contract, but what they get will be passed on to the other two contracts! Remember, only together are we strong!

TriMet Light Rail Maintenance

As reported by
MICHAEL CONNER



In the never-ending quest to have a safe workplace, it was my pleasure to be involved in the recent, comprehensive OSHA inspection that was done at Ruby Junction.

It had been a long time since OSHA has inspected TriMet, and it really seemed to be needed. Recent problems with maintenance-of-way (MOW) personnel getting significant electrical shocks, poisoning of rail employees with pesticides that are applied around the rail facilities, handholds on the Steel Bridge gangways that are inadequate, confined space regulations that have been ignored in the right-of-way for

years by the safety managers, and right-of-way equipment design that may satisfy the requirements of railroad regulators but is inadequate to provide for a safe workplace in an OSHA-regulated industry under which TriMet operates. As OSHA is a bureaucratic entity, some of the regulations and rules may seem nit-picky and silly. Some may argue that some of the things that may need to be changed and result in fines will take resources away from things that would make a lot more sense. But after being Union officer for almost three years and seeing how low a priority TriMet management puts on its employees, the only thing they understand is a heavy enforcement hand to get them to do their jobs in providing a safe workplace. Remember, if one of these silly, nit-picky rules saves a serious accident, it's worth the trouble. And if it prevents an accident, that's an accident no one knows about because it was prevented. The regulations are there for a reason and are all written in past accident blood!

At the time of this writing the helpers' sign-up request by the Union is still up in the air. Maintenance management is aware of our request, is looking at the reasons and has said they will soon respond. The facilities managers — in their continuing, petty childish behavior — have yet to respond at all. We will stay on it! Chad Mather and I inspected the 9th Street facility and will be grieving the inadequacies after we see the District's response to our sign-up request.

We still have issues with the way that training is being administered in the light rail vehicle (LRV) body shop. Management is bent on trying to circumvent seniority to cherrypick who works those jobs. We are a seniority shop; once you have graduated as an apprentice, the District cannot change the shift that you have signed to give you additional training unless you are offered overtime. Remember also that there is no mandatory overtime in maintenance. If you have questions on this, give me a call, or you can call the Union office.

Looks like management intends to try to impose the safety shoe policy, a typical bonehead management move; they want it all their way, which is probably why the OSHA inspection went like it did. We have to wear the shoes, and they don't do any of the things they were supposed to do as part of the negotiated settlement on this issue. A grievance is in the works on it. Maybe casual Friday can turn into sneaker Friday. Management has said if the shoe policy is violated, they will send us all home. I say let's plan a Friday, and we will all meet at the beach in our noncompliant tennis shoes. Let's pick a day when the weather is nice! Barbecue, sun, beach and a Union work action sounds like a great way to start summer! SOLIDARITY is the key.

We've taken care of the April showers; let's hope for May flowers and blue sky. Hopefully, summer is just around the corner. Work and play safe!

Rogue Valley Transportation District

As reported by
TOM HENNEY

No report given.

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May Meetings

Charter

Charter members meet 7:30 p.m. Monday, May 15, in the Machinists Building, 645 SE 32nd Ave., Portland. Charter day members meet 10 a.m. Tuesday, May 16, at Schoppert Hall, 1601 NE Couch, Portland.

Salem Transit/WHEELS

Salem members meet 7:30 p.m. Tuesday, May 16, at the Red Lion Hotel, 3301 Market St. NE, Salem.

Lane Transit

Eugene members meet 7:30 p.m. Wednesday, May 17, and Eugene day members meet 10 a.m. Thursday, May 18, at the Woodworkers Local Lodge, 1116 South A St., Springfield.

Corvallis Laidlaw City Transit/Schools

Corvallis members meet 7:30 p.m. Thursday, May 18, at the McKenzie Conference Center, Salbasgeon Suites, 1530 NW Ninth St., Corvallis.

Rogue Valley Transportation

Medford members meet 7:30 p.m. Thursday, May 18, at the Hampton Inn, 1120 Morrow Rd., Medford.

Portland and Laidlaw School Bus Drivers

Portland school bus members meet 6 p.m. Thursday, May 18, at Rigler School, 5401 NE Prescott, Portland.

C-TRAN/C-VAN

Vancouver members meet 7 p.m. Sunday, May 21, at the Laborers Hall, 2192 NE Andresen, Vancouver, Wash.

Tillamook County Transportation District

Tillamook members meet 1:00 p.m. Sunday, May 21, at the Odd Fellows Hall, next door to the Bay City Fire Hall in Bay City.

AMR Northwest Josephine County, Lamar Advertising, and Valley Transit

See your liaison officers.

PLEASE NOTE: ATU members are invited to attend any of the above-listed meetings.

Hunt

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union values more important than ever. The power of union values put into action is why corporations attack unionization in every country. And, that is why, as union members, we must speak up about our union values. Four of the most important of these values are:

- Unions fight to have workers treated like assets, not like interchangeable resources or throwaway parts. It is the working people who create the profit and provide the service. They deserve their fair share

of the value they create in addition to recognition and respect.

- Unions fight for families. It is hard to balance the demands of work and family, so unions fight for family leave laws and child care. They fight for fairness and justice in the workplace so that a family's welfare cannot be threatened by capricious management action, favoritism or bullying.
- Unions fight for the entire community. Unions brought America the middle class, and now unions are on the front lines fighting to keep

the middle class. They know a healthy country must invest in the future, and so unions fight for family wage jobs, universal education and health care for everyone. They know that families who are thriving contribute to the community by giving both their time and money.

- Unions provide an opportunity for people to practice democracy in their daily lives. Union members vote on who leads them, on their wages, benefits, and working conditions, on who they are going to

defend and how their money is spent. No other organization in American life provides so many opportunities for meaningful democratic action.

So yes, like many of you, I am proud to be union. I am grateful for the accomplishments of organized labor. More importantly, I am looking forward to the future as organized labor continues its fight for the union values of economic morality, social justice and social responsibility.

Officer Reports

(From Page 15)

MV Transportation

As reported by
TODD WATSON



All is not well at MV Transportation. Management seems to think that they can do things their own way in total disregard of our labor agreement. The route re-

example. TriMet increased the service hours on the new routes, and then halfway through the bidding, MV altered the make-up of some routes. Past practice dictates that all changes to routes be made before the bidding starts. A new re-bid date was set for April 12.

Also, a record number of grievances have been filed by the Union since a new general manager was put in last November. My file is bulging with paperwork. It is a sad commentary for a company that supposedly is operator friendly to its workers. Worker morale is at its lowest since MV took over the service contract for Region 1 in December 1999. Let's hope that they don't continue down this path forever and start giving operators a positive environment to work in — and not promoting gloom and doom to its workforce with harassment and threats. Everyone must work together in a company to survive, and right now it's not on their agenda to do this.

TriMet Center Maintenance

As reported by
CHAD MATHER



I attended the International Maintenance Conference in Phoenix, Arizona last month. The classes I attended were very useful in our environment. The first class — costing of war-

ranty work and the costs of sending work out discussed where our next battle with TriMet is going to be. We learned how to show on paper that in nearly all cases it is cheaper to rebuild our own products than to send them out or buy new. The second class was a communication class. This class dealt with how to communicate and how to read other people through tone, body language and posture. The last class was maintenance grievance handling, mostly dealing with large issues like contracting out.

Another big issue coming down on us is that American Public Transit Association (APTA) is pushing Automotive Service Excellence (ASE) testing for transit bus mechanics. The International has stepped in on setting up the tests to make sure that all the test questions are fair and generic and that there are no product or brand specific questions. The International has also stepped in to let APTA know that we do not accept testing without training. The International is building study guides as we speak. For those of you who have been around awhile you know who APTA is. This is the group that lobbied the federal government to get rid of the chauffeur's license and force all of us to get the commercial driver's license (CDL). They are an influential group with a lot of power in Washington, D.C. One thing that really concerns us with this ASE crap is the people that APTA has appointed to head up this project: Lurae Stewart and Andrea Dobson. These two have their roots planted deep at TriMet. Nothing has been said yet, but where do you think their eyes will be focused?

Only two of the 12 tests are developed, with 10 to come. After completion of eight tests, ASE Master Mechanic Certificate would be issues. Just remember that all of this is voluntary and will not take the place of our current training program.

I have been put in charge of organizing the ATU picnic this year. It will be on August 13 at Oaks Park. I will be compiling a list of volunteers in June. Feel free to call or e-mail me. All of my information is on the website www.atu757.org. I look forward to making this one of the greatest picnics yet.

Zullo

(From Page 1)

- Doctors feel that medicine is being practiced by insurance companies, so much so, that in a recent survey 63.5 percent of the physicians said they would prefer a single-payer universal health care system over current practices.
- In standard health measures like infant mortality and life expectancy, the United States, which is supposedly the wealthiest country in the world, ranks worse than those countries having universal health care. We even rank worse than Cuba in infant mortality rates.
- Countries with single-payer universal health care systems support those efforts by using a mix of taxes from both individuals and businesses. The result is that everyone pays less. The people of the United States spend 40 percent more per person for health care than do the people in single payer universal health care systems, yet the people in those systems see doctors more often and use preventative health practices to a greater extent.
- Private health insurance companies, hospitals and their managers are making obscene profits off of other people's pain and suffering. The head of the local Legacy Health Care system received a

salary of \$2.5 million per year! Oregon's Blue Cross, that great whittler of our own benefits, showed record profits of \$108 million. Meanwhile, the workers in these organizations are being grossly underpaid and overworked.

In most countries, universal health care exists because unions saw universal health care as a moral imperative and as an investment in their country's future. Unions in the United States however, have dragged their feet on this issue because lack of health care attracts people to the union movement. While lack of health care may be an organizing tool, it is my belief that unions can no longer hold back support for single payer universal health insurance. We can begin locally by fighting for statutes that make it possible for state employees and small businesses to join a beefed-up Oregon Health Plan and to see something similar take place in Washington. We can join the effort at the national level.

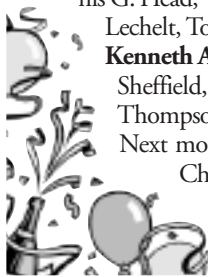
Single-payer universal health care is an idea whose time has long arrived. As a member recently told me, "I'm not for incremental solutions anymore. I want to see real change even if it makes insurance companies and health care providers very unhappy." Unions, and hopefully ATU 757, must get out front on this issue and not settle for less than universal health care.

Retirees' Corner

The following retirees will celebrate birthdays in May: **Darrell W. Baker**, **Edward C. Becker**, **Barent B. Boicourt**, James W. Britt, James L. Bryant Jr., Arlet M. Caldwell Jr., Melvin R. Chamberlain, Lawrence T. Collins, William H. Danforth, Gwendolyn J. Follings, Theodore A. Fry, Norma J. Gilgan, **Joseph M. Griesenauer**, Fred L. Harris, **Jack K. Hasbrook**, Dennis G. Head, Valoris W. Hermann, John D. Hodgdon Jr., Rockne O.

Lechelt, Tony A. Malar, **Edwin H. Mc Clincy**, Larry C. Nelson, **Kenneth A. Palmblad**, **Donald T. Pattison**, Dave E. Sharp, John Sheffield, Johnny W. Shirrell Sr., Jerry A. Stutzman, Eldon H. Thompson, **Mary M. Walker**, Bill Wimmer, and Judy L. Zullo.

Next month's regularly scheduled ATU 757 Retired Member Chapter meeting is Wednesday, June 5, 2006, at 9:30 a.m. at Westmoreland's Union Manor, 6404 SE 23rd Ave. Coffee and doughnuts will be served at 9 a.m.



ATU '757 official notice of nominations and elections

Attention, Active and Retired Members of ATU Local 757: This is official notification of the upcoming election of Union officers for the ensuing term beginning July 1, 2006 and expiring June 30, 2009.

Nominations for Election Committee members will be held on April 17, 2006 at the charter meeting. Voting will continue to all continuation meetings.

Nominations for officers will be held on May 15, 2003. See the Union bulletin boards in your area for further information or call the Union office.

BYLAWS

Section 3, Officers of the Division; Section 13, Nominations; Section 14, Election; Section 15, Election Committee; Section 16, Eligibility and Qualifications of Members.

Section 3 - Officers of the Division

The officers of this Division shall be a President-Business Representative, Vice President-Assistant Business Representative, Financial Secretary-Treasurer/Recording Secretary, and one Executive Board Officer from each of the following: TriMet Transportation (Center Street, Powell, Merlo and Light Rail); TriMet Maintenance (Center Street, Powell, Merlo and Light Rail); and TriMet Appointive (Monthly) Positions.

There shall also be one Executive Board Officer from Lane Transit District; one from Portland Public Schools; one from Laidlaw Education Services; one from Salem Area Mass Transit District; one from C-TRAN; and one from the Ambulance Industry.

There shall be one Liaison Officer from each of the following properties: TriMet Extra Board (Center Street, Powell and Merlo); TriMet Ruby Junction Transportation; TriMet Ruby Junction Maintenance; TriMet Elmonica Transportation; TriMet Elmonica Maintenance; Rogue Valley Transportation District; Lane Transit District (Chairman, Secretary, Extra Board, Maintenance); Valley Transit Association; American Medical Response Josephine County; Salem Area Mass Transit District Maintenance; Laidlaw Education Services (Portland Public Schools); C-TRAN; C-VAN; MV Transportation, Inc.; Laidlaw Tran-

sit Services, Inc. (TriMet Lift); WHEELS; Laidlaw Education Services (Corvallis Schools, Corvallis City Transit); Northeast Coalition of Neighborhoods, Inc.; and Tillamook County Transportation District. All will be elected in the manner provided in the Constitution and these Bylaws, as amended.

Section 13 - Nominations

Nominations shall be held at the first regular Union meeting in May every three years. They shall be held at the 7:30 p.m. meeting as set forth by the Financial Secretary-Treasurer.

Names of nominated members shall be recorded at the time of nomination by the Financial Secretary-Treasurer/Recording Secretary and shall be placed on the ballot in alphabetical order.

The President-Business Representative, Vice President-Assistant Business Representative, and Financial Secretary-Treasurer/Recording Secretary shall be nominated at large.

Line Officers shall be nominated by their respective departments. There shall be one Executive Board Officer from TriMet Transportation (Center Street, Powell, Merlo and Light Rail); TriMet Maintenance (Center Street, Powell, Merlo and Light Rail); TriMet Appointive (Monthly) Positions; Lane Transit District; Portland Public Schools; Laidlaw Education Services; Salem Area Mass Transit District; one from C-TRAN; and one from the Ambulance Industry.

Liaison Officers shall be nominated by their respective departments. There shall be one Liaison Officer from each of the following properties: TriMet Extra Board (Center Street, Powell, and Merlo); TriMet Ruby Junction Transportation; TriMet Ruby Junction Maintenance; TriMet Elmonica Transportation; TriMet Elmonica Maintenance; Rogue Valley Transportation District; Lane Transit District (Chairman, Secretary, Extra Board, Maintenance); Valley Transit Association; American Medical Response Josephine County; Salem Area Mass Transit District Maintenance; Laidlaw Education Services (Portland Public Schools); C-TRAN; C-VAN; MV Transportation, Inc.; Laidlaw Transit Services, Inc. (TriMet Lift); WHEELS; Laidlaw Education Services (Corvallis Schools, Corvallis

City Transit); and Northeast Coalition of Neighborhoods, Inc.; and Tillamook County Transportation District. All will be elected in the manner provided in the Constitution and these Bylaws, as amended.

In order to qualify and run for Executive Board Officer as a Line Officer or as a Liaison Officer of a particular department, a nominee must be working in that department at the time of nomination.

To serve as a Line Officer or as a Liaison Officer at any of the departments or properties, a nominee must be working at that respective division or property throughout the term of office.

The eligibility and qualifications of officers and delegates shall be in compliance with the Constitution and General Laws. The person must be on the payroll and drawing wages from a job covered by a Local Division collective bargaining agreement, or employed by the Division, sickness excepted.

No member is eligible to hold office in the Division who has not been a member in good standing for at least two years as of the date of the month in which the nomination meeting is held.

If only one candidate is nominated for any office, the Financial Secretary-Treasurer/Recording Secretary shall be instructed to cast a unanimous ballot for the candidate. The President-Business Representative shall then declare him duly and legally elected, and the name shall also appear upon the ballot. No member's name shall be placed on the ballot unless the member was in attendance at the meeting in person when the member was nominated or has signified in writing willingness to accept the nomination for the position for which nominated.

It shall be the duty of the Financial Secretary-Treasurer/Recording Secretary to mail to each member in good standing at the member's last known address notice of nominations and election not less than 15 days before nominations. The *Northwest Labor Press* may be the method of notification.

Section 14 - Elections

Election ballots are to be counted no sooner than 15 days nor later than 20 days from the meeting at which nominations

were made.

Voting shall be by mail. The three-envelope system shall be used. Ballots shall be sent by U.S. mail to each member's home address, and a post office box shall be rented in Portland, Oregon, for the return of the ballots. To be valid, ballots must be received by 9 a.m. at the post office box on the day specified for the counting of ballots. Only those ballots returned by U.S. mail will be valid.

All votes that are accepted must be clear and in compliance with the Bylaws of the Division. Any blank or mutilated ballots shall be challenged. Any vote cast for any member who was not nominated as these laws herein provide shall not be counted. The ballots shall be preserved according to the International Constitution and General Laws, as amended.

When two or more members are nominated for an office, the member receiving the most votes shall be declared elected. When two or more offices are to be filled, such as members of the Executive Board, each office shall be contested separately.

Any candidate may witness the counting of ballots in person or by a representative.

Section 15 - Election Committee

The Election Committee shall consist of a chairperson and four committee members to be elected during the charter and continuation meetings in the month prior to the month in which nominations for Union officer positions are submitted. Any member in good standing may serve on the Election Committee. Members interested in being nominated for the Election Committee but who are not present must submit their nomination request and acceptance to the Financial Secretary in writing prior to the start of the charter meeting. Nominations for the Election Committee can be made only at the charter meeting.

The Election Committee positions shall be filled with at least one position from members working in Oregon from properties in Salem and south thereof; three positions shall be filled by members working at properties in the greater Portland Metropolitan area, and one position shall be filled

from a property in Washington State.

Wages for the Election Committee shall be governed by the prevailing rate of the department in which the chairperson and four committee members work. When possible, one person from the previous election, if none are elected to the current committee, should be appointed for technical support. Appointed committee members' wages shall be governed by the Financial Secretary.

The election chairman shall have full supervision of the election. The Election Committee shall be provided with all necessary equipment and shall receive all votes of the election.

The Election Committee shall check all samples of ballots for omissions or errors before printing of ballots.

All ballots shall be printed or mimeographed on uniform color paper.

A separate ballot shall be printed for each department.

The Election Committee shall work until all ballots are counted and elected candidates are known. After the ballots are counted, they shall be placed in a ballot box that is locked and sealed in the presence of the committee chairman and the President-Business Representative and delivered to the Division office safe for secure keeping, subject to the Constitution and General Laws, as amended.

The Election Committee shall make a complete written report of the election, and it shall be presented to the first regular Union meeting following the election. Members who are duly elected will be installed at the first regular meeting following final election. Members will assume their duties effective with the first day of the Local Division's fiscal year, July 1-June 30.

Section 16 - Eligibility and Qualifications of Members

The eligibility and qualifications of members shall be in compliance with the Constitution and General Laws. New members applying for membership in the Division after the ballots have initially been mailed shall be issued challenged ballots.

Upcoming Union officer elections

Nominations for Union officer positions will be accepted at the Charter Union meeting in Portland on Monday, May 15, 2006. The meeting begins at 7:30 p.m. Members nominated for

Union office must be present to accept their nomination or submit a letter to the Union office prior to the nomination meeting indicating acceptance of the nomination. The meeting will be in the

Machinists Building, 3645 SE 32nd Ave., Portland.

The upcoming election for Union officers will be for three-year terms commencing July 1, 2006, and ending June

30, 2009. To be eligible to run for Union office, members must be in good standing with the Union and have paid dues for two years. Shop Steward positions are appointed and are not subject to the elec-

tion process. The following positions will be open for nomination:

Officers At-Large

President-Business Representative
Vice President-Assistant Business Representative
Financial Secretary-Treasurer/Recording Secretary

TriMet

Center Transportation Executive Board Officer
Center Extra Board Liaison Officer
Center Maintenance Executive Board Officer
Merlo Transportation Executive Board Officer
Merlo Extra Board Liaison Officer
Merlo Maintenance Executive Board Officer
Powell Transportation Executive Board Officer
Powell Extra Board Liaison Officer
Powell Maintenance Executive Board Officer
Light Rail Transportation Executive Board Officer
Light Rail Maintenance Executive Board Officer
Light Rail Ruby Junction Transportation Liaison Officer
Light Rail Ruby Junction Maintenance Liaison Officer
Light Rail Elmonica Transportation Liaison Officer

Light Rail Elmonica Maintenance Liaison Officer
Monthly Rated Employees Executive Board Officer

Lane Transit District

Executive Board Officer
Chairman
Secretary
Maintenance Liaison Officer
Extra Board Liaison Officer

Portland Public Schools

Executive Board Officer

Laidlaw Education Services (PPS)

Executive Board Officer
Liaison Officer

Rogue Valley Transportation District

Liaison Officer

Valley Transit Association

Liaison Officer

American Medical Response Josephine County

Liaison Officer

Salem Area Mass Transit

Executive Board Officer
Maintenance Liaison Officer

C-TRAN/C-VAN

Executive Board Officer
C-TRAN Liaison Officer
C-VAN Liaison Officer

Laidlaw Transit Services, Inc. (TriMet Lift)

Liaison Officer

MV Transportation Services

Liaison Officer

WHEELS

Liaison Officer

Laidlaw Education Services

Corvallis Schools Liaison Officer
Corvallis City Transit Liaison Officer

Northeast Coalition of Neighborhoods

Liaison Officer

Tillamook County Transportation District

Liaison Officer