



And so you asked

By Jon Hunt • ATU Local 757 President

The strength of any labor organization lies within the unity of its membership. It only makes sense that dealing with an employer as a unified group produces greater results than attempts to bargain or negotiate individually. In my experience, when management senses fragmentation in the membership, they move in quickly to widen the crack.

It's unfortunate, but probably inevitable, that from time to time there are going to be disputes erupting between members. Some of these will be quickly and quietly resolved, but some of these will become ongoing. What I state in new hire orientation is that we call one another brothers and sisters. This does not mean we are one big, happy family, but more like the one in which I grew up. We care

about one another and are grateful for our unity, but sometimes our priorities collide, and sometimes we hear and interpret things differently.

If you find yourself in this situation, it may be tempting to head directly to management or human resources for help when you experience harassment in the workplace. As convenient and accommodating as they may like you to think they are, I urge you not to consider this option as anything but a last resort. Frequently, the only thing we accomplish by doing this is airing our dirty laundry with management. No one ends up winning – not the person who initiates the complaint, not the accused person and not the coworkers who are forced to be unwilling witnesses. We are all better off and look even stronger to



Secretary-Treasurer's Report

By Evette Farra • Financial Secretary-Treasurer

There is a new drug testing law that has been pushed through the Department of Transportation. This new law requires anyone subject to mandatory drug testing and who tests positive to be subject to invasive testing. The testing now requires a tettee to expose themselves from the chest down to their lower thighs while turning 360 degrees for the tester. The tester would then stay in the restroom stall to watch the tettee produce the urine sample. If the law is put into effect, it requires even past-positive individuals be subject to the new testing.

I have been receiving a lot of phone calls from our TriMet members with concerns about their pension plan and the current state of the stock market. Unlike other pen-

sion plans you may be reading about or hearing about in the news, TriMet's pension plan is a defined benefit plan, which means TriMet must make up the difference if the plan loses money. The Union and TriMet are jointly working on some literature that would explain how the defined benefit works, as well as answering frequently asked questions. Jon, Sam and I are on the pension board, which was scheduled to meet October 16, and we will be attending a pension trust conference in Texas from November 15 to 20.

I want to encourage the Salem Wheels group to use the missed break forms that I provided at the last Salem meeting. If you run out and need more, let me know. The company has to provide you with uninter-

Officer Reports



TriMet Merlo Maintenance
As reported by
JEFF HUNT

I had one new prefilling in Facilities Maintenance in October. Once again they had a contractor doing our work, installing an ad can on a rail platform. This prefilling will settle easily, we all agree. I have many types of issues that come up frequently that do not become grievances because the supervisor or manager will see that someone was harmed or they will agree with me on a solution for the problem. This month I have a few about the seniority order in which overtime should be distributed.

At Step 3, I had one termination. I won't get into details except to tell you that the person facing it was offered the option of withdrawing their grievance and resigning. They accepted the offer.

We have a new heater at Merlo. They say with this new heater you should be able to have all the doors open in the winter and stay comfortable at 65 degrees, with no one complaining that it is too hot or too cold. Yeah, right. My point is: New or old heaters, we will still need to be respectful of our coworkers.

The pit netting meeting is on its way. I know most don't like it or want it. Neither do I, but OSHA is making TriMet do it. They are starting with Center, then Powell, and last Merlo.

Congratulations to Ed Whitaker and Walt Saling on becoming the first assistant supervisors at commuter rail.



Portland Public Schools
As reported by
RANDY SHAW

We sat down with management last month and settled a driver dispute. I like it when both sides can sit down and work out their problem. We had two drivers sus-

pending last month for late check-in or no-call, no-show. There is not much the Union or I can do if you do not come to work.

The District is dragging their feet with some word changes in our contract and our accident policy. We sent the District a letter last month and asked them for a timeline to complete this issue. In addition, Smokey Stover and I have met with Maureen Sloan on this matter. Smokey has had a number of phone conversations with Maureen, and we hope to have this matter settled before this publication comes out.

I want to wish everyone a safe and happy Thanksgiving. If you know of anyone whose Thanksgiving we can make a little more enjoyable, contact Kim Jackman or me.



TriMet Salaried Employees
As reported by
JIM FOWLER

When you read this, the elections will be over, and more importantly, the election commercials will be off the air. I'm writing this in October so I don't know the results, but hopefully the economy will begin to bounce back now. Many of you have asked how our pension is affected during this crisis. The short answer is that TriMet is bound by the contract to guarantee that the pension is funded. Also, many have asked, "Should I retire before the current contract expires so that I can retain my medical insurance coverage at no cost?" The problem with that is we are all bound by what is negotiated in the next agreement. That's why it's so important that everyone be involved in the process.

I've been very busy with a number of issues. The station agents have recently been denied travel pay when they use their own vehicles to travel between garages on company business. We were able to settle the grievances with the understanding that if one can't use bus or rail or find a pool car, the employee will attach a memo as to why they had

(Turn to Page 15)

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 Transit, Inc. (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



What IS this?

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

October Meetings

Charter

Charter members meet 7:30 p.m. Monday, November 10, at the Salvation Army, Rose Center for Seniors, 211 NE 18th Ave, Portland (18th & Sandy Blvd, adjacent to the ATU office.) Charter day members meet 10 a.m. Tuesday, November 11, at Schoppert Hall, 1801 NE Couch, Portland.

Salem Transit/WHEELS

There will be no Salem Transit/WHEELS meeting in November due to Veteran's Day.

Lane Transit

Eugene members meet 7:30 p.m. Wednesday, November 12, and Eugene day members meet 10 a.m. Thursday, November 13, at the Woodworkers Local Lodge, 1124 South A St., Springfield.

Corvallis Laidlaw City Transit/Schools

Corvallis members meet 7:45 p.m. Thursday November 13, at Woodstock Pizza, 1045 NW Kings Blvd, Corvallis

Rogue Valley Transportation

Medford members meet 7:30 p.m. Thursday, November 13, at the Hampton Inn, 1122 Morrow Rd., Medford.

Portland and Laidlaw School Bus Drivers

Portland School Bus members meet 6 p.m. Thursday, November 13, at Rigler School, 5401 NE Prescott, Portland

C-TRAN/C-VAN

There will be no C-TRAN/C-VAN monthly meeting in November.

Tillamook County Transportation District

Tillamook members meet 1:00 p.m. Sunday, November 16, 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

(From Page 1)
management when we resolve our issues amongst ourselves.

Hopefully the first thing you will try is to resolve the issue with a face-to-face conversation. If you feel that a conversation in these circumstances will do nothing but escalate the conflict, you might try to capture what you're thinking and feeling by writing a letter and encouraging the person with whom you are having issues to respond in kind.

If you are certain that neither of these approaches will help and you feel that you need someone outside of the situation to step in and mediate it, call one of your shop stewards or your top property officer. They will decide who will be best able to handle your situation.

A union-initiated attempt at resolving the problem might involve bringing the individuals

concerned together to establish an understanding of conduct appropriate for the workplace. If agreement cannot be reached, the officer will assist you in making a formal complaint to the company HR department. At that point, the officer can assist you in formalizing your complaint, take a full statement and coordinating a meeting with the appropriate company official. No matter what path towards resolution you choose to take, your officer will keep all material confidential unless authorized by you to release it.

Though we may not all be individually satisfied with everything we have or do not have in our contracts, it's important to remember that employment improvements and gains are achieved over time and through our most valuable resource, collective strength. Our collective strength is damaged whenever we can't solve our problems by ourselves.

Farra

(From Page 1)
rupted breaks, which means they cannot call you on the radio, your cell phone, or talk to you in person while on that break. If they do interrupt your break, you need to inform them they will have to start your uninterrupted break over. If the break is unpaid, the company will then need to pay the difference while you are on the new break. If they refuse, file a grievance immediately.

With the holidays almost here, there will be turkey drawings at the next two monthly meetings. We allot amounts for the different groups, even if they don't have a meeting this November. Salem and C-TRAN will have gift vouchers for both meetings in December.

Cancer survivor Jean Strickland and I represented Local 757 on a boat that we sponsored for Sail for the Cure. I was very impressed with one of our fellow members, Helen Goche, who demonstrated her sailing skills by maneuvering our boat among 70 others through an obstacle course while matching names of boats with their corresponding sponsoring banners. At one point, Jean and I were standing on a ledge about two inches wide, the mighty Columbia rushing past just below our toes, clinging to that boat like a couple of cats on a wall – it was about then that I realized sailing is not for me.

Good job, Helen. I really am impressed.

ATU Local 757 Officers

President-Business Representative.....JONATHAN HUNT
Vice President-Assistant Business Representative.....SAM SCHWARZ
Financial Secretary-Treasurer/Recording Secretary.....EVETTE FARRA

Executive Board Officers

TriMet Center Maintenance.....CHAD MATHER
TriMet Center Transportation.....SANDY GUENGERICH
TriMet Powell Maintenance.....DAVID KAY
TriMet Powell Transportation.....ROSE JORDAN
TriMet Merlo Maintenance.....JEFF HUNT
TriMet Merlo Transportation.....BRUCE HANSEN
TriMet LRT Maintenance.....MIKE CONNER
TriMet LRT Transportation.....MICHAEL T. OLIVER
TriMet Monthly Rated Employees.....JIM FOWLER
Lane Transit District (LTD).....BRIAN PASQUALI
Portland Public Schools.....RANDY SHAW
First Student.....ANNA TOMPTE
C-TRAN.....ROY JENNINGS
Salem Area Mass Transit District.....KEN RICHINS

Liaison Officers

TriMet Merlo Extra Board.....STEVE ECKLES
TriMet Center Extra Board.....CHRIS DAY
TriMet Powell Extra Board.....KHRIS ALEXANDER
TriMet Ruby Junction.....DOUG "SPUD" HENDERSON
TriMet Ruby Junction Maintenance.....JOE RUFFIN III
TriMet Elmonica.....C.J. HENDERSON
TriMet Elmonica Maintenance.....VACANT
SAT Maintenance.....DON ELZNIC
LTD Chairman.....DEB BITTERLICH
LTD Secretary.....TOM SHACKELFORD
LTD Maintenance.....LEE LASSE
LTD Extra Board.....OPEN POSITION
Rogue Valley Transportation District.....THOMAS HENNEY
Valley Transit.....NICK NOTARAS
AMR Southern Oregon-Josephine County.....TRAVIS HAMLIN
First Student (Portland School Bus).....DANIEL OTTO
First Transit (TriMet Lift).....LES GREEN
Laidlaw (Corvallis City Transit).....BOB MCGUIRE
Laidlaw Education Services (Corvallis Schools).....CHRIS GROOMS
MV Transportation, Inc.....DENNIS TONG
C-TRAN.....SCOTT MILLER
C-VAN.....JIM COLLELL
WHEELS.....JOHN HARVEY
Tillamook Cnty. Trans. Dist.....PATRICIA OSTRANDER-NICE

Retirees' Corner

The following retirees will celebrate birthdays in November: Laura J. Allen; Frank E. Anthony; Clarsie B. Apley; Linda L. Bilyeu; Carroll W. Bishop; Janice S. Brown; Terry E. Brown; Thomas C. Christensen; Judy A. Coleman; Obedell Coxeff; Robert L. Daniell; Darwin L. Eisele; Alan Eisenberg; James W. Gaither; Lynn F. Gartrell; Dorothy E. Hansen; Fred E. Helm; Dennis L. Hiestand; Roscoe L. Hollis; Georgja C. Lamb; **Ralph E. Lapp**; Carol A. Larson; Earl J. Lowery; Darlene S. McArthur; June E. Millhollin; Ola R. Mitchell; Mario Moll; Patrick J. Murnin; William A. Murphy; David H. Pittman; Betty L. Price; Pamela A. Schmitz; **Donald C. Seeley**; Elizabeth L. Shipley; Billie C. Smoak; Janice L. Sorlie; Obeary Spires; Kathy J. Staples; Jimmy A. Strong; Albert R. Szejter; Evelyn M. Tomlinson; Donald J. Tourville; Melvin O. Van Vorst; William F. Warren; Walter F. Warren; Avis I. Warren; William F. Wegesend Jr.; David C. Wiskow; Eddie M. Wright; Robert W. Zeller. The names of the 50-year members are in bold type.

There is no regularly scheduled ATU 757 Retired Member Chapter meeting in December.

ATU Local 757 Officer Reports

(From Page 1)

to use their own vehicle to travel. Also, we have a grievance pending on the use of rail supervisors to staff the Elmo Station Agent office from 3 to 4 a.m.

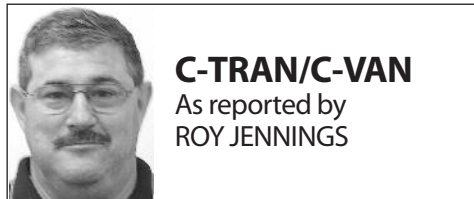
At Customer Service we have a grievance pending as to who is eligible for trip planning overtime. Also, a grievance was filed by a customer service rep for not receiving a trainer premium when she trained a specialist. It seems the dispatchers were very short-handed one day, so the District brought a road supervisor into the OCC to help out; this grievance is pending.

A Road Supervisor was put on paid admin leave in July for what amounted to no reason at all. During this time off she lost out on about 22 hours of overtime to which the District is saying she is not entitled. This grievance is also pending.

As many of you know by now, Dick Petersen has retired after 33 years of service. He has spent the last few years as a field PPS coordinator. It seems the District does not want to replace him, they have decided to use extras as needed. Dick and Shirley Block have been very busy over the last five years trying to keep up with all the special events and reroutes that they deal with on a daily basis. I think that for continuity it's critical that this position be kept on a permanent basis.

Recent retirees from Customer Service are Naomia Duboise-Johnson and Steve Satterlee. We also had a misprint from last month: Gail Jones, not Gil, retired. We wish you all the very best.

Congratulations are in order for new controllers Jason Hull and Robert Brooks.



C-TRAN/C-VAN
As reported by
ROY JENNINGS

On Sept. 13, C-TRAN came to an agreement with the Union on the Paratransit Dispatchers' contract. Our hope is that we will be able to send this tentative agreement to the members for ratification in time for our members to receive their retro checks for the holidays.

On Sept. 26, 2008 at the 2008 Labor Awards Banquet, I had the honor of accepting on behalf of our Local the "2008 Union of the Year Award." This award is only presented to unions in Southwest Washington or Northern Oregon. I would like to thank everyone who helped the ATU win this prestigious award.

Last month it came to my attention that I may have (during the last five years), upset some of the members by the way I have handled some things, or the way I've talked to some members. If this is true, then I truly am sorry. Kathy and Scott would say that I do too much as a union officer sometimes. But I truly believe that you deserve it. As you know, I believe that the Executive Board Officer works for you, the membership. He works for the administrative assistants, extra board operators, fixed route operators, mini-run operators, and floaters operators, paratransit dispatchers, paratransit operators, passenger service representatives, relief operators, as well as all full-time employees and part-time employees. I know that there are times when no

matter what I do, I can't make everyone happy. That goes with the job. It doesn't matter where you work or what position at C-TRAN you hold; I work for you. You know there are even times when I don't like the decisions I have to make. But I work for you, not just one group and/or one position. I hope that over the last five years we have been doing what you elected me to do. If not please let me know. Again I am truly sorry if I have stepped on anyone's toes. Contact me in person or at (360) 921-2864, eboc-tran@comcast.net.

If you would like to participate in a support group for Narcolepsy, Excessive Daytime Sleepiness and or Sleep Apnea, contact Linda Custer at (360) 901-0571 or e-mail Linda at sleepycowgrl@comcast.net

On Nov. 16 at our union meeting, we will be electing the three safety officers for another year. I would like to wish everyone a safe and wonderful Thanksgiving.



Laidlaw PPS
As reported by
ANNA TOMPTE

Hello, my sisters and brothers. We still have work to do! I want to thank each and every one of you for a great start to another new school year. You may have noticed that your pay check is a bit healthier than last year, and that as drivers we are being asked to participate more than ever in our health questions and our routing hours. These and other small changes are ours to embrace or to tolerate. As your union representative, I am researching and checking to ensure that these changes do not violate our contract. We are still discussing some of the new changes that carry discipline outside of our contract. No member has yet to be adversely affected. No member will be during this "cooling off" period.

Grievances, yes we have grievances! As of this writing we have one in arbitration and two most likely will go into arbitration and two are in Step Three. These are your fellow members fighting for their jobs and right to be heard. Please talk to your stewards and officers about your problems with the company. If you are forced to move to another route and it is fewer hours, do not wait. Come see me and we will get it right! Some of our drivers feel that if they say anything, the company will use it to punish them. This type of action by the company would be a direct violation of labor law and First Student policy. Do not fear coming forward with issues or problems. It is YOUR UNION for YOUR BENEFIT!

The stewards and I are here to serve you – just ask!



TriMet Laidlaw Lift
As reported by
LES GREEN

Another month has come and gone, and I feel as if I have been running in place without much getting anywhere. We are still

having problems with scheduling and dispatch, as they appear to think of us drivers as a part of the bus we drive, and treat us accordingly. To scheduling and dispatch, drivers do not have human functions, so we are always available for additional rides, no matter what.

Well, enough venting and on to more important things. I am sad and a little concerned to see my fellow liaison officer from MV Transportation leave. Through four years and with much labor, First Transit Lift and MV Transportation liaison officers have been working together to improve working conditions at both our properties. It started with Todd Watson and continued with Dennis Tong and together along with ATU leadership we have much more pull with our current employers. I guess I am making a plea for your new liaison officer to continue the work that we have started.

Todd and Dennis have been very valuable assets to me, and I will miss Dennis as I have missed Todd. Without you guys I would not have been this far along in this tough job that I took over when our last liaison officer was fired, as her liaison officer was fired before her. We have a very poor track record for liaison officers at First Transit Lift.

I wish Dennis a great retirement, and look forward to working with whomever the members choose as the new MV liaison officer.

Lane Transit District

As reported by
BRIAN PASQUALI

Greetings, brothers and sisters. I have officially accepted appointment as interim Executive Board officer to serve the remainder of this term of office. Our former Executive Board officer, Carol Allred, has been enduring some difficult life circumstances and needed to dedicate her time to those issues. Without question Carol has been an extremely valuable asset to the membership and will be missed. When you see her at the Greenwood or downtown facility, please take some time to thank her and give her your support. The good news is that Carol will remain with us as a driver and an active member, ensuring that neither the knowledge nor the legacy will be lost. Thank you, Carol.

I step in at a time when a storm is looming on the horizon as a nationwide stagnant economy begins to hit us in Lane County. Undoubtedly, the membership has already been forced copious volumes of cutback "scenarios" by the District. It seems to come from various sources and varies wildly from week to week. The motives behind some of these releases remains unclear, but the impact it's having on us is drastic and frankly can cause stress and unrest, especially in people that are recent hires.

First, you know that old saying: Don't believe everything you read. Second, I want you, the membership, the new guy on the mini board as well as the veteran driver, to know here and now that the where, who, when and what cuts are to occur will be hard fought over by myself and the union leadership body. Because

I will not stand idle if bargaining unit work is cut, route coverage is compromised, and service levels are decreased, if at the same time, an administrative branch continues to run rich.

You should all know that I am here for you, to serve you. In fact, by taking the Executive Board position, I view it as if I just inherited 200-plus new superiors in you, the members. Feel free to approach me with your questions and concerns or if you just want to rant.

We're turning over a new leaf here in the union office. For the first time ever we have a nice computer (donated) and we are working on a few other projects you will see soon. These are designed to up participation for tech-savvy members. It should also be said I have now taken over all ongoing union projects that Carol was previously working on, so if you need to tie in with me please do so.

That's all for now. Keep your head up out there.



TriMet Powell Maintenance
As reported by
DAVID KAY

We have no new grievances this month. Work on other issues has been successful. A member was paid eight hours at overtime rate because of a misinterpretation of the Hours of Service policy. The member was not asked to work because of the policy but in fact was not covered by the policy.

An agreement was reached to pay all current apprentices two hours at straight time for the orientation meeting required by the WWA before entering an apprenticeship. This meeting will then be included in the day one activities of the apprentices from now on.

Negotiations continue on the Accident Appeals and Review panels for maintenance members, and progress is being made.

The holiday season is rapidly approaching. Some folks have issues due to the seasons. Please remember we have an Employee Assistance Plan in place, should the need arise. That said, I would like to wish one and all a safe and joyous season.



TriMet Light Rail Transportation
As reported by
MICHAEL T. OLIVER

A healthy 2.27 percent cost of living increase is scheduled for Dec. 1, 2008. Not too shabby, and I can't wait until June 1, 2009.

It's Thanksgiving time of year again, and first on my very short list is our financial/recording secretary, Evette Farra. Not only has this woman straightened our books out, she has instituted enough new rules that have our accounts all healthy, wealthy and we, somewhat wise. This brings some closure to a sordid episode in the history of our Local, except for the Wallace family that is. These folks must

(Turn to Page 16)

ATU Officer Reports

(From Page 15)

struggle on, and I wish them the best of luck. Addiction affects so many people, and most of them are innocent victims. My heart goes out to Tom and his wife and the struggle before them. I hope that somehow they find peace or at least, contentment.

Where have all the people come from? Operators everywhere and more on the way. As of the winter signup, we have 153 LROs and 26 PSC operators, a total of 179. How many folks remember 32 operators and the Frye Line? Well, our numbers will keep going up until next year, when we inaugurate the Greenline. Then we shall see a lot of retirements and a new era for TriMet, which shall be re-named The Weird City Transportation Company, with 7,000 taxi operators as our largest contingent. And how weird is that?

I must remind people that before you turn in a grievance to Couch Street, please review it with me. It could save a lot of time and trouble. Rail is a specialty and we have different rules than Bus. A grievance was turned in in the spring that wound its way through the bureaucracy until the fall before being turned down because it did not follow the WWA. Let me review all grievances with you and I think we would have a better chance of success. As always, write me at mtgbo2002@msn.com.



TriMet Light Rail Maintenance
As reported by
MICHAEL CONNER

Labor relations at TriMet Light Rail: Management screws up, comes to the Union asking the employees to ignore the contract that management entered into (because they are under hardship, which TriMet has been under since the beginning of time). "Please help us out of the mess of our own making," they say. The Union says, "no, live up to what you agreed to." Management says, "We don't care that we made a deal. We will implement our plan and force it down the employees' throats. Then we will blame the Union and the employees for not being part of the team."

Does this sound like your department? It probably does if you are an LRV mechanic who is being asked to sign paperwork for work that was not done by you but by apprentices working without the oversight of a mechanic. It's a very dangerous program where someone will be hurt, either an employee or the public. It's only a matter of time with folks doing the work who are not fully qualified to do it, not to mention that management has cut months out of the training program and yet the variety of equipment to be learned has increased threefold. Or perhaps you may recognize this if you are a fare machine tech where the pressure to contract out work is intense and apprentice training is questionable to say the least. Or perhaps you are in one of the Maintenance of Way disciplines where trackage has increased by 35 percent but the number of employees doing the work has decreased by more than 30 percent.

The Union sees all of these issues every day. In the LRV department, the Union is encour-

aging its mechanics to not sign off on any work for which you do not feel you wish to take responsibility. If your supervisor insists, make a note on the paperwork that you did not participate fully. Do not get into a discipline issue for work that you didn't do just because your supervisor pressures you to fudge the paperwork. Also, see a shop steward or myself, or Liaison Officer Joe Ruffin at Ruby Junction for a form that you can keep a copy of and give a copy to us. I am keeping a file of apprentice work being done without journeyman oversight so we can present it where need be at a later date. We have also filed grievances on this issue.

Also, any drivers who might be reading my article today: Welcome, and keep this in mind next time you get a train with mechanical problems. The help is thin in all the maintenance departments.

I am seeing more and more instances in all the areas I represent of abuse in the way apprentices are used. This hurts the apprentices by not spending time giving them quality training, and since there is a lack of oversight, it endangers the apprentices and compromises their safety. Also, they are doing work where if the District would put the emphasis on training and then promote them, they would get the pay they deserve for the work being done. The District gets the work done on the cheap, the journeymen lose work they are rightfully entitled to, and apprentices get premium work outside of the seniority system, but at a high cost to themselves and their coworkers.

Next time you see your manager, be sure and thank them for all they have taken away from you to make themselves look better! Does it sound familiar: Wall Street, the banking industry, and TriMet? Counting on the little guy to make big sacrifices.

Rogue Valley Transit District
As reported by
THOMAS HENNEY

Central Point, Oregon, resident George Boscawen, 72, passed away at home on Oct. 6, 2008. Born March 14, 1936, in San Francisco, California, to George and Leona Boscawen, George lived in the Rogue Valley for the last 34 years. In October of 1958, he married Patsy Ann in Crescent City, California, who preceded him in death. He was a bus driver for the Rogue Valley Transportation District, and was also in the Air Force.

He was preceded by his parents, and wife, and survived by his sons, George Boscawen, of Medford, and Carl Boscawen, of Seattle; daughters, Ramie Moore, and Sandy McNealy, both of Central Point; nine grandchildren; and six great-grandchildren. There will be no services. Arrangements by Conger-Morris, Central Point Chapel.

He was a loving husband, father and grandfather, and the world's happiest man until the end. He will be greatly missed.

MV Transportation
As reported by
DENNIS TONG

I would like to begin by thanking Local 757 President Jon Hunt for authorizing the election to determine my successor as liaison officer for the members at MV. By the time you receive this issue of the Labor Press, you will know who the person is that will lead us into 2009 and, importantly, the next contract negotiation. My stepping down now will give the new liaison officer time to learn the responsibilities of the position, establish a record of performance, and earn the trust of the members.

I have spent these last weeks working with Melissa and Jon to make sure we have properly disposed of all past grievances.

New grievances have been filed in October charging the company with improperly changing the policy regarding bus operator seats and also violating an MOU regarding route trimming.

Congratulations to Dick Meyers, who recently received MV's nomination to be considered the company's national operator of the year. Dick has been a LIFT operator for over 22 years and served as a behind-the-wheel trainer for hundreds of operators. Dick's mentorship is responsible for raising the standard of our service, thereby increasing our value to the community.

Since this is going to be my last officer's report, I want to express my gratitude to all those

who have taken their time to thank me. It has been my pleasure and great reward to serve so many people who, like me, really enjoy the work we do together. Adios, mis amigos!



TriMet Center Maintenance
As reported by
CHAD MATHER

New news at Center Street: Managers believe the service crew should be adjusting P.A. volumes and checking functionality. This is on the mechanics' inspection sheets. The pre-filing has been requested. Three other grievances have been filed concerning a denied promotion, day shift overtime, and contractors doing facilities' work (installing pit nets.)

The Maintenance Assistance Fund arbitration is coming up next month. We will be able to show that TriMet has reduced the workforce and that they are not reporting all the labor they are contracting out.



VP's Report

By Sam Schwarz • ATU Local 757 Vice President

Our jobs affect our health

Over the years our jobs have been made more complicated and more stressful and much more complex. Whether you are a bus or rail operator or a mechanic, you have experienced the change. Supervisors and customer service and trainers have been through huge changes as well as dispatchers and controllers.

Here are just a few of the health issues we suffer through. Bus operators have many more responsibilities today compared to 10 years ago. They are responsible for securing wheelchairs, calling stops and maneuvering in heavy traffic, not to mention dealing with heavy loads of people and tight schedules.

Another detriment to bus operators is bad equipment and biodiesel. Operators have reported more breathing problems and headaches while operating their buses. These symptoms seem to disappear a short time after their shift is over. They complain of more sinus problems and coughing and a lot more sore throats. We are told that there is less pollution from biodiesel, but there is an in-

crease in noxious gas, a reduction in power, reduction in fuel economy and increase in aldehyde, acrolein and acetaldehyde, as well as formaldehyde. There is a small increase in propanol and butanol. This fuel also leads to more repairs and is more costly to begin with.

The constant vibration and bouncing in a bad seat for hours takes its toll on the body as well. Stress from a bad schedule also takes its toll and it may take as long as three months to fix.

Dispatchers and controllers face more stress at certain times of the day or night, depending on what is taking place on the alignment. Rush hour accidents and incidents play a big part in stress for these groups, especially when they are understaffed. Not getting a break on a regular basis is also a contributing factor.

Stay tuned, as I will continue this article next month. For now I wish all a healthy Thanksgiving.