



*And so you asked...*

## Those who stick together succeed

By Al Zullo  
President-Business Representative



**B**rothers and Sisters. Here I am again with brothers and sisters. I can't repeat enough how we need to stay brothers and sisters—how you, the members, are the Union. This Union is only as strong as its members. Being strong at the bargaining table at contract time was fantastic. But we need to be strong all the time. We need to act like brothers and sisters all the time. And it seems as if that is what's slipping away.

I sat in for Greg McGrew, executive board officer, on accident appeals when one of our members appeared to appeal the preventable accident he received when his bus never touched anything. He did not have an accident. Why did the driver trainers cite him with a preventable accident? Because of a report from another operator who thought he saw an accident.

We're here to help each other, brothers and sisters — not hurt each other. If we get to the point where we're out to hurt each other, then the District has won hands down. A couple of years ago, TriMet hired a manager out of Washington State. I called the union officers at that property, who gave me glowing reports of this manager. But since he's been here, every other word out of his mouth is "discipline, discipline, discipline." This manager believes the only way to bring the membership around to the District's way of thinking is "discipline." Sure, we've had discipline in the past, but nothing like this manager wants to do. The latest is that he's ordered the supervisors, I've been told, to be sure when they're standing on the corners to listen for the driver to call out stops over the outside public address system. Does all of our equipment have outside PAs? No. Do all of the PA systems work? No. Yet, he wants that Union supervisor to stand on the corner and write you up if they do not hear your outside PA announcements.

Now, the District is moving closer and closer in an attempt to undermine your contract, using other companies to blame for not being able to produce, such as "Oh, we can't insure this person because Blue Cross says, "No, we won't take them." We don't have a contract with Blue Cross. We have a contract with TriMet that says they will provide medical insurance for you and your families. I will be filing a grievance for that person, and even though I don't like arbitrations, I'm hoping the District will think they've got a leg to stand on and push all the way to arbitration. I guarantee you that once we get an arbitrator's decision that says they must live up to the contract and provide medical insurance, then we will have that done once and for all, and we won't have to listen to their excuses that "the medical insurance company—Blue Cross/Kaiser—won't do this any more."

At the bargaining table the District came up with a new step in the grievance process called a pre-Step 1 conference, to which the membership agreed. They believed that your immediate supervisors could settle problems with you and your Union officers so the issue would not have to go to the managers. Has this process worked? No. There are many requests for pre-filing conferences still hanging out there that have not been heard. And in

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## Vice president's report

By Jon Hunt



**R**ecently, the International invited me to sit on an organizing committee. I was one of five who were picked out of different regions. We met

for several days and discussed how the Union has organized in the past, our current situation with the AFL-CIO and how we are going to move into the future in organizing. After considerable discussion, the committee presented recommendations that the International hire a full-time organizer to oversee it at the national level to help map out properties that are not unionized and to provide the necessary training for Locals to complete the task. The committee also asked that the International help fund activities at the local level to teach members from our ranks and help promote within, which

I believe will accomplish a couple of things: one, it will internally organize the membership, and, two, it will provide the opportunity for our members to volunteer and move up through the ranks.

When we talk about organizing, the first thing that comes to my mind is internally organizing. We need to be better communicators with our officers and members, and we need to continue to educate and train. Communication is the number one issue that we all face. I ask those of you who are willing to volunteer to help out the Local in any capacity to please contact me at the Union office. With the teamsters, the SEIU and the UFCW pulling out of the AFL-CIO, it is now more important than ever that we keep our membership organized and that we continue to organize the outlying areas. We have benefitted in the past from the AFL-CIO's no-raiding clauses, and I believe we still have gentleman agreements with the other locals. We must keep organized, however, to survive.

At TriMet we are continuing to

have problems with health coverage. We have grievances filed on chiropractic care for loss of benefits as well as health insurance. We have members who are being asked to pay back anywhere from \$3,000 to as much as \$18,000. They are being told they have no health coverage through Blue Cross, alleging fraud and threatening termination. We are investigating these issues. We have told TriMet that it is unacceptable, and we have filed grievances. We have contractual language that states the District must provide 100-percent paid medical benefits, and they must keep the same level of benefits regardless of provider changes. It is now apparent that the District has taken us on at all levels. We will be here backing our members, however, for the benefits that have been fought for long and hard, and we are not about to give them up.

At Portland Public Schools we are still in negotiations. We are collecting data on health insurance, and we will be responding to their proposal.

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## Officers' reports

### TriMet Powell Maintenance

As reported by  
DAVE KAY



We have no new grievances filed. We did settle one issue at pre-filing, and all others are still in the process with a possible arbitration request.

A suggestion has been forwarded for a method to mark a "HOT BUS," and it will be discussed in the second meeting of the bus clearing house committee. More information will follow shortly.

The Union picnic was held on Aug.

14 at Oaks Park. Hopefully, everyone had a great day and managed to stay cool. Ha, ha! Suggestions have come forward to have more water available, and a question concerning smoking in the bingo area was brought up. If you have a suggestion, please contact your property officer, or feel free to contact me and I will make sure to forward it to the picnic committee.

### Salem Area Transit

As reported by  
GARY SPORE

No report.

### Rogue Valley Transportation District

As reported by  
CARRIE CLIFFORD-RISLEY

No report.

### Lane Transit District

As reported by  
CAROL ALLRED



The heat of summer is upon us and road construction is everywhere. It seems that this year the road crews have left not one area untouched. Please

try to remember to get out of your bus if you need to and drink plenty of fluids. I attended the Labor Education and Research Center AFL-CIO summer school at the University of Oregon during the weekend of Aug. 5.

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## What IS this?

The four outside pages, plus Page 14, are news from and about your Union. The other 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 (Multnomah, Clackamas and Josephine Counties, Oregon, and Clark and Cowlitz Counties, Washington) • 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 Officer Reports

(From Page 1A)

Although it was really hot (the downside), the training was some of the best I have had. Most of the classes were held in an air conditioned building, but a lot of the other events were in Carson Hall with no AC.

People from all over Oregon attended the school as well as some from surrounding states. It is a great time to learn what is going on at other transit districts as well as with other nontransit employers. Many places are fighting for good contracts and, without fail, the leading issue is health care.

Our strike was a case study in one of the classes. The labor community in the Eugene area is so grateful to us for holding the line.

The split in the AFL-CIO at the national level was, of course, a hot topic. It will take a little while for the dust to settle around the split and for us to find out how it will affect the state and local central labor councils. We can become stronger through this if we work hard at it.

Sanipac settled their labor dispute without having to go on strike. Their business agent has told me on more than one occasion that our strike made things easier for them. Even though they had a huge battle, they did not have to make the ultimate sacrifice and go out on strike. We truly set the tone in the community and let all employers know that union members are willing to hold together and stand up for their rights.

If you have questions about your VEBA account or the stop-loss account, please call me. The process is not that difficult but can appear confusing at first.

We ordered ATU T-shirts, and I do have some extras. If you would like to purchase a shirt, please deposit \$11 with your name and shirt size in the ATU box in Operations, and I will deliver the shirt to you.

## TriMet Light Rail Transportation

As reported by  
**MICHAEL T. OLIVER**



Rose Quarter relief light rail operators will not be using the parking lot at the Rose Quarter but will use the TriMet lot at Seventh Avenue and Holladay, the one adjacent to the WB 7th Avenue MAX platform. Hopefully, by Sept. 4 we will have a refrigerator and a microwave installed in the trolley barn for the use of operators on break. Let me know how things work out with this relief point.

Thank you so much for the air conditioning in the shack at Cleveland to

everybody who had anything to do with its installation.

Kudos from all here at light rail to those helper/cleaners, ticket techs, fare inspectors and light rail operators. We are attempting to get all of the Red Line two-car consists coupled with the Type 2 on the east end. This makes it easier for our passengers both coming from the airport and getting there. They do not have to haul their luggage up the Type 1 steps, and it saves us time.

Competition for the on-time performance leader is heating up. Norberto DiPasquale, Pat Odell and T. J. Slyter are all determined to get a 100% on-time rating. We'll see.

After sign-up is completed and you want to change something, don't. The only time that is possible is when two people are right next to one another on the seniority list. Anything else is not possible.

Be polite to your fellow operators. Shouting at, name-calling, too, and lack of respect reflect on the person who is doing it, not the victim. To get respect one must give it. Brad Pease and Will Powell returned to the bus side last month. Best of luck and don't forget to wave.

Two of Ruby's finest have retired. Our number one, Carl Marino, and world traveler Ken West have saddled their ponies and are riding off into the sunset. That's if they can find their ponies after a splendid party put together by The Spud, Cheryl and Mike Carter. Thanks to all.

After attending numerous meetings concerning time-loss I have come to a couple of reasons as to why it happens: (1) Employees do not understand FMLA and other rules; (2) if the time-loss were properly attributed, the results would not be half as bad as they seem. For further reference, Todd Watson of MV Transportation wrote an informative article in last month's officer reports.

Sorry to miss everybody at the picnic, but I was on vacation. Perhaps we can set the date for the picnic before we choose our vacations? E-mail me at mtgbo2003@verizon.com.

## Portland Public Schools

As reported by  
**SMOKEY STOVER**



Hello, drivers. On Sept. 7 it will be back to the grindstone, and you and I have two new Union helpers, shop stewards A n n e t t e McLaughlin and Randy Shaw. Please help me welcome them.

Recently, we went to talk with the school district about a contract issue, and they would not talk about it or

any other issue, so we left. Well, the District hired Vickie Phillips, who hired five more people at high salaries, so why is it taking over a year to sign a contract?

## TriMet Salaried Employees

As reported by  
**SHIRLEY BLOCK**



Things are beginning to look up for Union members in the interest-based negotiations process. Dispatch openings were posted, moving toward

getting new people on board and trained to help relieve some of the tension and stress in the room. I'm told the inspector position should be posted soon. We have an opening coming up soon in the training department that we have to keep an eye on.

For all of the field operations folks (road supervisors and fare inspectors) we remain on high alert and are still reminded to wear the yellow vests. This is a management call on the side of employee safety and good visibility for the public, as well as for our operators. There is nothing in the contract that says you have to wear it because you don't like the color or it makes you a target. We need to think broader than that for ourselves. Turn on CNN; look at the rest of the world. We are still getting paid good money with medical benefits, and we don't have to put money out of pocket for the vests. We are not forced to button them up, just keep them on. Let's choose our battles and fight our wars—a major difference. This sets up the opportunity to start the uniform program that some of you are on, so let's go all the way on this one. No strings attached, shoot for the moon, and let's see where it gets us. You don't know until you try.

Oh, did someone mention mall construction and the need for more field operations supervisors to get on board and get trained for this major event? Now, we are talking war. We need personnel on board, trained and ready for the long haul to cover this construction, cover openings caused by retirement and create more visibility on the system with all of the safety threats that affect transit systems these days. That's right—a few more live bodies with eyes to fit in those cute yellow vests to give out information, help with bus reroutes, bus bridges, customer service and assist operators; the list goes on and on. Fred, Bob and Michael, are you listening? This is really big; we don't want to fall behind

on this one. There is a lot at stake here. Remember, interest based. Pay now. Safety is the number one issue. Let's get these folks on board, trained and ready to go.

Word to the wise: Too old to work, too young to die, remember to put a little away for retirement.

## TriMet Lift

As reported by  
**LES GREEN**

As you have guessed, the new contract should have been signed by now, and any increases should start to show up on our August 26 paycheck. The retro pay will be split into two payments, so only a half should show up on August 26. Check your pay stubs (from December 2004 to August 12, 2005) to calculate what you should get, and let me know if you have any questions.

The new bid appears to be headed for the 1st of September as TriMet is making some changes. I will keep you informed.

I know that most of us are having a problem with dispatch with add-ons at the end of the shift, but be aware that I am on it and working on this problem. It has been an interesting week, with more on that in another article next month when I will try to write more. Let me know if I am missing something important to you.

## C-TRAN/C-VAN

As reported by  
**ROY JENNINGS**



Well, as I write this I'm hopeful that our brothers and sisters here at C-TRAN will not be laid off on the 25th of September. More on this in a moment.

Early in August, Johnny and I were in Spokane attending the 2005 Washington State Labor Council convention. We received a lot of good information. There were speeches by our Governor Christine Gregoire, US Representative Jay Inslee, US Senator Maria Cantwell and Washington State Senate Majority Leader Lisa Brown.

Karen Lee, Director of the Department of Employment Security, and Gary Weeks, Director of the Department of Labor and Industries also spoke to us. We had presentations on such topics as retirement pensions, medical malpractice and health care. A discussion on transportation was chaired by Doug MacDonald, our Washington Secretary of Transportation. Like I said, a lot of good information was given out.

But now it's on to the vote! As you read this article, the citizens of Clark

County are voting on our proposition. On Sept. 20th, we will know whether or not the layoff will happen. Now is the time for everyone to step up to the plate and help out! This will be our last chance. We need everyone's help

On another matter our Union has started an ATU-COPE campaign. COPE is totally voluntary and is used to provide a strong political voice for us. As a side note, we here at C-TRAN have received over \$20,000 from the ATU International to help us save our jobs. That \$20,000 was given to us out of the ATU-COPE fund. We have talked to C-TRAN about having them deduct any amount you specify from your pay each month, and C-TRAN has agreed. You can give as little as \$1.00 up to whatever you want. For more information contact the Union office or a Union officer.

After 25 years at C-TRAN, Vernita Goulet will be retiring on Sept. 25th. In addition to Vernita, Mark Bevington will also be retiring after 15 years of service. For those members who may be new to C-TRAN, Mark Bevington was the Union's executive board officer from 1992 until 2003. Mark spent a lot (and I do mean a lot) of time and effort defending our Union rights. His retirement will mark the end of an era, and I know I will miss him. We all need to thank him and wish him well on his much deserved retirement. Between now and both of their retirement dates, please join with me in telling both of them how much they're going to be missed!

## AMR Northwest

As reported by  
**JAMIE WILLIAMS**



A little collective bargaining reality: The longer a union has bargained collectively, the higher the union member's wages and benefits will be when compared to those of people in comparable professions. In Portland, the bus operators began bargaining collectively in 1918, the firefighters in 1917, the police in 1942 and the EMT/paramedics in 1985. The EMS goal, toward which the ATU has made great strides, is to catch up to other public health and safety professionals who have been bargaining collectively for decades longer.

Once again, AMR is claiming that they have been miscalculating people's paid time off (PTO). We will demand an audit of this process since some people will see their PTO bank decrease. We are also looking into the le-

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# ATU Officer Reports

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gality of such changes. Please let me know immediately if you get notice that your bank is being reduced.

The intersection policy continues to cause problems, and we will be addressing those with the company in the near future. Another focus of attention will be the fact that the physician advisers in Clark and Clackamas counties are under-utilizing EMT Intermediates and forcing them to work below their scope of practice.

Lastly, there is overwhelming consensus that one issue that must be bargained in the new contract is equal treatment for EMTs and paramedics when it comes to calculating overtime. It's not a problem in Multnomah County but is every place else where there are mixed crews. It appears feelings are so strong on this issue that it could be one people are willing to strike over. Now is the time to show AMR that it is facing a determined and unified workforce. Check for more information about EMS issues. A special thank you to member J. for his help and ideas this month.

## Laidlaw Corvallis

As reported by  
**CHRIS GROOMS/  
BOB McGUIRE**

No report.

## WHEELS

As reported by  
**JOHN HARVEY**

No report.

## TriMet Light Rail Maintenance

As reported by  
**MICHAEL CONNER**



In the never-ending saga of MOW grievances we had several more meetings with Tony Bryant and Mark Larson. Needless to say, in typical fashion we could not come to agreement. So, finally the upgrading to supervisor/assistant grievances will once again move forward. Looks like we may need to get an arbitrator to settle this once and for all.

The MOW manager was busy this last month. Since he usually likes to start his vacation by creating more misery for us in MOW, he had a couple of members cited for discipline before leaving town; after some meetings with Tom Wallace and myself, one of these was set aside and the other is on the back burner. Hopefully, these guys can sleep at night again without fear of loss of income.

Sign-ups are coming soon. Some are already in the works. We will do our best to persuade the District to consider the hard-working members who make it happen at rail, and remind them that just like themselves we would like the best shifts possible and to not change schedules to accom-

modate poor management of the budget on the backs of our members.

When will the manager in the fare department and his supervisor realize what a bad mistake it was to close the fare shop at Elmonica and reverse this decision. The Union warned them when this was applied to the sign-up that it was a bad idea. I have information from a source close to the problem that any one time on our system more than a quarter of the vending machines are broken down. As a craft that works close to the platforms I myself, in signals on the west side, more and more am being approached by angry customers who want to pay but can't because of broken machines. I find also that we don't just lose the single ride but may be losing a long-term customer. The fare machine is the first interaction for our customers, and in their minds if none of the fare machines is working, what else isn't. Our fare techs work extremely hard and are a very dedicated bunch, but if they don't have leadership, where can they go? Fred Hansen...are you listening? Whenever the Union asks for something, the District pleads poverty, and yet they lose paying customers every minute of the day to inoperative fare machines.

Along with my fellow maintenance executive board officers I am watching the facilities merger closely. We should always be very vigilant when the District combines groups. Don't let them give away our work. We will be watching.

I hope you and your family have

had a great summer. Play and work safely!

## TriMet Center Maintenance

As reported by  
**CHAD MATHER**



Remember to come to the TriMet maintenance picnic on Sept. 17 at Oaks Park. Ribs and chicken will be provided. We need a good turnout. The future of this function is in jeopardy. Tony Bryant has threatened to pull funding if attendance is not up to his expectation.

Many of our TriMet employees have serious health conditions. If you have knowledge of these conditions, it is against the law for you to tell others about them. There are HEPA laws that protect employees from having their health conditions become public knowledge.

The ATU picnic was a great success. More than 1,175 ride bracelets were used. Le'Alys Douglas from TriMet center maintenance won the 42" plasma TV with wireless surround system. The total attendance was just over 5,000 people. Thanks to everyone for coming.

## TriMet Center Transportation

As reported by  
**ALAN EISENBERG**

Well, the picnic was great fun. I hope all enjoyed it. It was wonderful to see so many faces that I haven't seen in awhile.



Not much has changed. TriMet management is still looking to keep punishing drivers as usual. Hey, wake up! Without us where would you be? Keep stressing us out, and we might all die on the same day. Then, where will your exalted frequent service be?

So, there was this town, and as it grew it needed a bus. They purchased one and hired a driver. Then, someone said, "Hey, that driver has to have a supervisor." Then, they said, "The supervisor needs a director." Then, a budget crunch hit and they fired the driver. Back off, you purveyors of punishing papers and effluvia that makes a stressful job even more so. Remember, folks, there is no forced overtime, so if you get a "come see me" letter or note, call the Union office, get a rep, and make sure that they get you off of your bus and that you get paid for your time.

We are being spat on, assaulted and  
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# Vice President's report

(From Page 1A)

At Laidlaw Portland Yard we have had our first negotiating session. We have dates planned for the next ones, and we will see where they take us.

At Laidlaw Lift in Beaverton the contract has been ratified, and we are proofreading the document and hope to have it signed and out to you soon.

At Northeast Coalition we have an open contract, and we are awaiting for management to respond.

Lane Transit District: The contract has finally been signed and will be going to the printer, then sent out to you. I believe our battle is just about to begin, however, with talk that the BRT is moving forward. Please be aware in your upcoming classes that LTD has not successfully negotiated BRT language concerning how operators will be paid for bid assignments. If you are told anything different, please contact Carol Allred and your other officers.

AMR Northwest Josephine County: Sean Gartlan and Sid Humphries were invited to Portland for a joint labor-management meeting and to meet and discuss issues with the officers in the Portland area. Meetings should be starting up soon there.

Please touch base with Sean at 541-941-2304 concerning day-to-day issues and check out our new Web page. There you will find contract information, an area where you can enter your suggestions, officer contacts and up-to-date information on the NEMSA group.

AMR Northwest Portland: Quarters visits should be ended by the time this article goes to press. Jamie and I will be reviewing the deficiencies and lack of amenities in the quarters, and we will be meeting with management to get things replaced. If you haven't already done so, please check out our EMS web site, where you can find up-to-date information, contract information and a place where you can learn about ATU EMS history, health and safety, the truth about NEMSA and enter suggestions about upcoming contract negotiations.

Salem Area Transit: Gary Spore and Bob Lehman will be working closely together on upcoming issues, which will help in communicating with the members and officers. We ask the members to keep an eye on the boards for upcoming volunteer lists. Salem is going to have a funding problem start-

ing next year, and the Union will be looking at ways to help get the message out to the voters to not only keep the service we have but also to expand into other areas.

C-TRAN: Get out the vote. Ballots went out August 31. Elections will be on Sept. 20, and if we all do our part our members will not be receiving their pink notices on the 25th. If you haven't already done so, talk with your families, friends, neighbors and anybody you might run across. This vote is extremely important as you well know. In the end we stand together.

This year's picnic was a big hit. We had close to 5,000 picnickers enjoying the day at Oaks Park. The grand prize was a 42" plasma high definition TV with surround sound and a progressive DVD player. The winner was Le'Alys Douglas. We raffled off various trips-from a McMenamins getaway trip to Mexico to an all expense paid trip to Hawaii. I'd like to personally thank all of the volunteers who helped out this year as well as everyone who attended. If you have any suggestions for upcoming picnics, please call me at the Union office.

## Zullo

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some of the ones that have been heard the supervisors will say, "Pass this on to the next step. I can't settle this. I do not have the authority." Your executive board officers have complained to me strongly, saying that I'm not using a heavy enough hand with the District. Well, brothers and sisters, they've been right. Those days are over.

Lane Transit District: Let's move to LTD in Eugene. You all know it took a week-long strike in Eugene to get a settlement of their contract, and now the District wants to hold hands and tiptoe through the tulips and make believe everything is okay again. The membership voted as to whether or not they wanted to have their annual picnic. The membership said, "No, we're not ready for that yet." Yet the District is continuing with a little picnic. A fraction of the membership has gone to some of the board members at LTD, thinking they could smooth things over and reporting back that General Manager Ken Hamm would be gone by September 1st. Are you aware that management goes to schools to learn how to split union memberships apart?

Brothers and sisters, remember that

## September Meetings

### Charter

Charter members meet 7:30 p.m. Monday, Sept. 19, in the Machinists Building, 3645 SE 32nd Ave., Portland. Charter day members meet 10 a.m. Tuesday, Sept. 20, at Schoppert Hall, 1801 NE Couch, Portland.

### Salem Transit/WHEELS

Salem members meet 7:30 p.m. Tuesday, Sept. 20, at the Red Lion Hotel, 3301 Market St. NE, Salem.

### Lane Transit

Eugene members meet 7:30 p.m. Wednesday, Sept. 21, and Eugene day members meet 10 a.m. Thursday, Sept. 22, at the Woodworkers Local Lodge, 1116 South A St., Springfield.

### Corvallis Laidlaw City Transit/Schools

Corvallis members meet 7:30 p.m. Thursday, Sept. 22, in the McKenzie Conference Center, Salbasgeon Suites, 1730 NW 9th St, Corvallis.

### Rogue Valley Transportation

Medford members meet 7:30 p.m. Thursday, Sept. 22 at the Hampton Inn, 1122 Morrow Rd., Medford.

### Portland and Laidlaw School Bus Drivers

Portland school bus members meet at 6 p.m. Thursday, Sept. 22 at Rigler School, 5401 NE Prescott, Portland.

### C-TRAN/C-VAN

Vancouver members meet 7 p.m. Sunday, Sept. 25, at the Laborers Hall, 2212 NE Andresen, Vancouver, Wash.

### AMR Northwest

Multnomah/Clackamas members meet 6 a.m. to 9 a.m. Monday, Sept. 5, at Milwaukie Market Place, 10826 SE Oak St., and 7 p.m. to 9 p.m. at Bruno's Pizza, 1108 Washington Longview; Washington County members meet 6 a.m. to 9 a.m. Monday, Sept. 12, at 18000 NW Evergreen Parkway, Beaverton; Clark County members meet 6 to 9 a.m. Monday, Sept. 26, at Starbucks, 7720 NE Hwy 99E, Hazel Dell; and Multnomah/Clackamas members meet 6 to 9 p.m. Monday, Sept. 26, at Izzy's, 1307 NE 102nd, Gateway District. **Note: Beginning this month the night meeting is back to 6 p.m.**

### Tillamook County Transportation District

Tillamook members meet 1 p.m. Sunday, Sept. 25, at the Odd Fellows Hall, next door to the Bay City Fire Hall in Bay City.

### Valley Transit

See your liaison officer.

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

# ATU Officer Reports

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abused every day, and what's management's response? Nothing—and that's my point. We must stand together in solidarity against a clearly defined enemy. To you drivers who turn in others—stop! That's just what they want. To those road supervisors who keep writing up drivers without first warning them—stop! And you two know who you are. We are all in this Union together!

Stay sharp! Stay alert! Stay alive!

## TriMet Merlo Maintenance

As reported by  
**KEVIN KINOSHITA**



Our contract book is divided into eight sections. Each section is called an article. Each article has sections and paragraphs. The very first part of our contract is called general provisions, which apply to all Union members. It starts on page 1 and goes to page 34. I encourage you to reach these pages.

The maintenance portion of the contract starts on page 69 and goes through page 105. This part of the contract deals with provisions that pertain only to maintenance in addition to other provisions throughout the main body of the contract and past practice.

The pay schedules are based on your base rate of pay. This does not include cost-of-living adjustments, longevity pay or tool allowances, which are on pages 112-122.

The last part of the book includes supplemental agreements, pension plan and permanent disability agreements, retiree benefits, side letter agreements and memorandums of agreement. If you have any questions, contact Jeff Hunt, Jan Wheeler or me.

The facilities maintenance department is doing a merging of bus and rail facilities. The affected employees are the plant maintenance mechanics, landscaper, maintenance techs, platform cleaners, signs and shelters employees and janitors. There are many concerns about this merger and what's going to happen. All maintenance officers were present at all of the meetings about the merger to make sure our contract was not being violated and to answer any questions that deal with the contract. A lot of the concerns and issues are not going to be fixed overnight, such as overtime, landscapers having an apprentice program and safety issues. Your input and issues are very important. It will take time.

The assistant storekeeper/inventory control issue is ongoing, even after the Step 3 panel upheld the grievance. TriMet is not adhering to the panel's

decisions. This is not the first time that TriMet has stalled; it's been going on for two months. The most frustrating part is that the storeroom employees are the ones being harmed.

This year's picnic was another great success. Each year the picnic gets bigger and bigger. Members as far away as Rogue Valley in southern Oregon attended this year. The weather was hot, the food line was moving, with rides for the kids and bingo for the adults.

Our COPE campaign was also successful with more members signing up. Mike Pucik and Karen Head from International did an outstanding job letting our members know how COPE helps out our ATU members.

This year, we tossed out free ATU T-shirts into the crowd during the raffle drawing. Steve Widmer, a retiree from Merlo Maintenance, won a stereo. This year's grand prize winner was from Center Maintenance. Joe Martinez and Le'Alys Douglas won a 42" screen plasma TV with a DVD surround sound system. Some of the other prize giveaways were McMennamins overnight getaway trips and round trip airline tickets.

A huge thank you to all the volunteers that helped make the picnic a success. Eric Hemphill, Tracy Thaden, David Lingle and Joe Ruffin did an awesome job during the hottest part of the day with no shade serving refreshments to our members. Thank you very much.

## Laidlaw Portland Public Schools

As reported by  
**KATHY MITCHELL**



I was told that most drivers who signed up for summer work never got called. The company was using certain drivers to do their work. This is a violation of the contract. All

work should be done by seniority on a rotation basis. This didn't happen. All the work that Laidlaw generated over the summer is passed on to the drivers and should be distributed on a rotation basis. I filed an ATU grievance on this issue. Everyone should be treated equally.

We started negotiations on Aug. 9th. They went as well as could be expected for the first time. We presented our proposal and discussed a few things. We will go back to the table in September. Hang in there. I am working hard to get what you deserve.

(Turn to Page 14)

# ATU Local 757 Officers

**AL ZULLO**.....President-Business Representative  
**JON HUNT**.....Vice President-Assistant Business Representative  
**TOM WALLACE**.....Financial Secretary-Treasurer/Recording Secretary

## Executive Board Officers

TriMet Center Maintenance.....**CHAD MATHER**  
TriMet Center Transportation.....**ALAN EISENBERG**  
TriMet Powell Maintenance.....**DAVID KAY**  
TriMet Powell Transportation.....**SAM SCHWARZ**  
TriMet Merlo Maintenance.....**KEVIN KINOSHITA**  
TriMet Merlo Transportation.....**GREG MCGREW**  
TriMet LRT Maintenance.....**MIKE CONNER**  
TriMet LRT Transportation.....**MICHAEL T. OLIVER**  
TriMet Monthly Rated Employees.....**SHIRLEY BLOCK**  
Lane Transit District (LTD).....**CAROL ALLRED**  
Portland Public Schools.....**SMOKEY STOVER**  
Laidlaw Education Services.....**KATHY MITCHELL**  
C-TRAN.....**ROY JENNINGS**  
Salem Area Mass Transit District.....**GARY SPORE**  
AMR Northwest.....**JAMIE WILLIAMS**

## Liaison Officers

TriMet Merlo Extra Board.....**TERRY McMURRY**  
TriMet Center Extra Board.....**DAVE MATTHEWS**  
TriMet Powell Extra Board.....**BRUCE DUNCAN**  
TriMet Ruby Junction Extra Board.....**OPEN POSITION**  
TriMet Elmonica Extra Board.....**JASON CHOI**  
TriMet Elmonica Maintenance.....**SHAYNE JENKERSON**  
SAT Maintenance.....**DON ELZNIC**  
LTD Chairman.....**WALT BOYNTON**  
LTD Secretary.....**CARLA AGUILAR**  
LTD Maintenance.....**LEE LASSE**  
LTD Extra Board.....**DEB BITTERLICH**  
Rogue Valley Transportation District.....**THOMAS HENNEY**  
Valley Transit.....**NICK NOTARAS**  
AMR Southern Oregon-Josephine County (Acting).....**SEAN GARTLAN**  
Laidlaw Educ. Services (Portland School Bus).....**RAYMOND GIBSON**  
Laidlaw Transit Services, Inc. (TriMet Lift).....**LES GREEN**  
Laidlaw Transit, Inc. (Corvallis City Transit).....**BOB MCGUIRE**  
Laidlaw Transit, Inc. (Corvallis Schools).....**CHRIS GROOMS**  
MV Transportation, Inc.....**TODD WATSON**  
C-TRAN.....**JOHN SANNES**  
AMR Northwest-Clackamas County.....**BRIAN HENRICH**  
AMR Northwest-Clark County.....**JASON KRAVITZ**  
AMR Northwest-Cowlitz County.....**DEREK KYNASTON**  
AMR Northwest-Multnomah County.....**LANNIE HASZARD**  
AMR Northwest-Washington County.....**LANNIE HASZARD**  
AMR Northwest-Communications Division.....**CHRIS LUCAS**  
AMR Northwest-Special Services Division.....**BRIAN HENRICH**  
C-VAN.....**LARRY "BUD" WOLTER**  
WHEELS.....**JOHN HARVEY**  
Tillamook County Transportation District.....**PAT OSTRANDER**

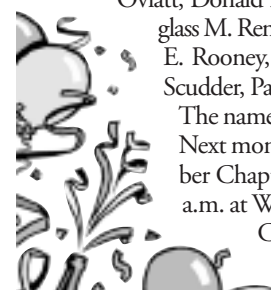
## Retirees' Corner

The following retirees will celebrate birthdays in September: Gerald A. Aaron, **Byron C. Anderson**, Sam L. Avery, Terry E. Bergland, Marian K. Chulos, Randall N. Conant, Donald G. Coombs, Charles R. Cummins, Donald W. Dunn, **Clyde H. Earl Sr.**, Richard T. Emra, Stephen E. Gillmer, Raymond A. Goff, Howard M. Green, Dale F. Helmer, Rolf E. Hermes, Jimmy G. House, **Chester W. Johnson**, Linda K. Kallberg, Pauline Kelly, Karl Klotz, Victor M. Kuss, Wallace E. Looney, John D. Mitchell Sr., Stephen D. Orr, Simone V.

Oviatt, Donald H. Phillips, Darrell R. Propst, Josie A. Ray, Douglas M. Renfrow, Leanna A. Robideau, Alvin F. Roder, Charles E. Rooney, Phillip J. Rotella, George C. Schmidt, Terry L. Scudder, Patricia A. Smith and William F. Strong.

The names of the 50-year members are shown in bold type. Next month's regularly scheduled ATU 757 Retired Member Chapter meeting is Wednesday, Oct. 5, 2005, at 9:30 a.m. at Westmoreland's Union Manor, 6404 SE 23rd Ave.

Coffee and doughnuts will be served at 9 a.m.



## Letter to TriMet Rail Maintenance Executive Board Officer Mike Conner

Hi, Mike,

Hope you remember me from your days (nights) wrenching for bus at Merlo. I just finished reading your latest report in the ATU 757 Bulletin published in the Northwest Labor Press, and enjoyed it so much that I thought I'd respond for a change. I especially appreciated and never took for granted the benefit the union acquired for the workers of not having to work mandatory overtime. With long haul truck driving in my past, I had a lot of these hours that were mandatory. Anyone that has know me from TriMet learned quickly that Merle does not do overtime. Long haul driving, especially in the winter, involves a lot of overtime that really is necessary, but I've had a lot of other jobs, too, that I had to work overtime when I didn't want to.

The reason I am writing to you, Mike, is to tell you that my family's lives have been enriched because of the good work of you and your predecessors. November 1 I will have been retired for two years from TriMet's bus maintenance department, and frequently my wife and I reflect on how many benefits we have because of the strong union I belonged to. This last contract with management was especially good for retirees in my opinion. In the past, I've been against contracts lasting over two years, but with eroding health benefits nationwide in all areas of labor, I have changed my way of thinking. It is no small thing nowadays to enjoy medical coverage from work with no co-pay from the worker on his premiums.

In closing, I know some people have heard me complain when I was still working about the high dues we were required to pay to the union each month. When one stops to think about the things we enjoy because of the union, the dues don't seem so high anymore. Hope you are still enjoying taking your family camping in your motor home. My wife and I just got back from the Great American RV Rally in Redmond, Oregon. There were 5,610 RV rigs there. Hope when you retire you enjoy it as much as I do. Remember—every day is Saturday when you retire!

— Your former co-worker, Merle Hanson

## It pays to attend the picnic ATU member wins plasma TV



Grand prize winner L'Alys Douglas (center) and family join Union officers at this year's ATU picnic at Oaks Park. They will be enjoying a 42-inch plasma TV with a surround sound system and DVD player.

## ATU Officer Reports

(From Page 4A)

### TriMet Merlo Transportation

As reported by GREG MCGREW



While the following document does not exist, the policies and procedures have been posted in the garages. The sentiments expressed are my own literary fiction. I hope you enjoy the irony and satire.

"Dear Valued Employee: We sincerely hope that your summer has been as fun and productive as ours has been. Our summer has been so wonderful that we thought we should sort of recap some of the 'good things' we have done or will be doing to you.

"First, we have noticed that many of you have been taking advantage of your contractual and federally mandated time away from work. While that is good for you, it is bad for us since we have been cutting back on our workforce. You will agree that we

haven't done any layoffs, but attrition of the workforce through injury, illness, retirement and outright termination has been working well, and we are getting the number of employees down to where we can handle them. Now, that does cause some concern about getting the work done when you are marked off for something inconvenient like family leave. So one of our solutions to this problem is to make denying your family leave easier for us and more difficult for you to get it turned around. We have taken family leave out of the hands of the garage management teams and assigned it exclusively to Cynthia Kodachi. Good luck in getting her to answer her phone or reply to a message.

"Second, and on a parallel track, your outright time loss is giving us absolute fits! Never mind that your contract has specific provisions for handling this issue; one of us is going to have face-to-face meetings with those of you who are taking advantage of their contract. We will work with you to provide early intervention and explain in more detail why it is important to come to work. It is obvious to us that the garage management teams have not done a good job of this and through our example of leadership we

will inspire them.

"Third, speaking of time loss, if you have what we think is too much, then we will punish you by taking away your ability to convert vacation weeks into individual days off. Never mind that we have not provided the contracted mandate of 65 vacation weeks. That is simply too much time off, and we need you here at work covering up for our management decisions.

"Finally, we want to interpret your contract all by ourselves. One of the ways we want to do this is by reducing your ability to pass up work. We want you to sign the red book so that it will be easier for us to deny you the ability to pass up. Never mind that your contract has no specific provision for this. We think your contract is trash anyway, and we will do all we can to circumvent it.

"Remember, you perform a valuable service to our community. If we can help you in any area of your job, please call or stop by.

"Sincerely, The Usual Suspects  
Fred, Bob and Michael"

### MV Transportation

As reported by TODD WATSON

I hope everyone had a great time at the ATU picnic this year, and I hope to see everyone there again next year.

As the summer comes to a close and fall approaches, it's time to think of the new re-bids on our routes. Sign-up tentatively begins on Aug. 30 and will continue for the next couple of weeks until all operators have bid. After this bid is completed, the tentative start date of the new routes is Sunday, Sept. 18.

For the first time ever on this property, we will have a vacation bid this coming November to cover all time-offs for vacation for 2006. This will be done by seniority just like route bidding. All the details have not been worked out yet, so stay tuned, and I will let everyone know as the bid approaches. I'm hoping that by having this bid we can finally plan out our lives and not spin a roulette wheel in the hope we can get a certain week or month off for vacation. I realize that some things in life are spur of the moment, emergencies, etc., but this process was a long time coming and will be a reality.

### TriMet Powell

As reported by SAM SCHWARZ



The fall sign-up is complete, and most operators are not satisfied. The scheduling department has cut some high-seniority runs, and others are short on recovery or break time. The District has a fuzzy math program on their computer. It allows them to use break time as running time.

This is how it works: Frequent service lines that have 15-minute service get a 12-minute break if you're on time, so three minutes come off the break time. The contract states the District will build a five-minute recovery or layover time within each hour of driving. Keep making out the yellow cards for bad schedules, bad bathrooms and not enough layover time.

New grievances have been filed over the pass-ups, especially not being allowed to pass up. The District wants to bypass the contract and is creating a hostile work environment for operators.