President's Roundup
By Shirley Block

Happy March, sisters and brothers.

I don’t know about you, but I’m hoping for better weather than we’re getting. As always, though, the work goes on.

On Friday, January 25th, we continued our negotiations with Sunset Empire Transportation District in Astoria. We put our proposal on the table and had the usual back-and-forth until 5 p.m. We’ll be waiting for a response back the next time we meet, which is on Thursday, March 14th.

On Monday, February 4th, we met with First Student Corvallis. We had a tentative agreement by mid-day — one of the best contracts these folks have ever seen. We took it to a vote on Monday, February 11th, and won with a 99.5% vote FOR the new contract.

On February 12th, we did a new-hire orientation with TriMet. We were able to talk to two classes, which was great.

Speaking of TriMet, on Thursday, February 14th we worked with them on Critical Incident Stress Management. This group wants to be available whenever there is a stressful event that affects our members. The group includes operators (rail and bus), retirees, controllers, safety, Patrick Preusser, and myself. The key is follow-through. I’ve seen so many committees formed over the past years only to dissolve before they can do much of anything. I really hope this isn’t one of those. We have so much stress in our lives these days. Assaults are on the rise, and our members need help dealing with the outcome.

I’m writing this in mid-February, so let’s look at the last couple of weeks of this month. On Thursday, February 21st, we’ll be back at the table with Salem MV. We gave them our last, best, and final offer. That group is ready to say, let’s take this fight to the streets if they don’t come back to the table with a better proposal from their side. They know we won’t shave anything else off of our proposal.

One thing I have to mention, too, is TriMet’s newest “genius” idea. I don’t know who came up with it, but they’re supposedly installing holders in buses for the operator to place their name plates. They also want to put names on our uniforms. So I sent a demand to bargain letter to Laird. Every operator I talk to is against putting names on their uniforms, especially with the SIP policy where it’s at. We’re not police or restaurant employees! I can think of a lot of other things TriMet could spend this money on. How about bringing it to the table in the form of wages and benefits for our members?

Vice President’s Report
By Jonathan Hunt

Greetings, sisters and brothers,

We have been busy negotiating contracts, settling grievances, and educating our members. I’d like to thank everyone who shows up and participates in making this union stronger. We have negotiations coming up at TriMet, and you should start to see suggestion forms being circulated out to get your feedback. Please communicate your interest in what you’d like to see in this next contract and how you’d be willing to help get us there.

We’re having a lot of growing pains in the TriMet Maintenance Department. We have several grievances out, as well as an unfair labor practice and breach of contract charge. We are attempting to work with TriMet to resolve these issues, however, it is a very slow process.

I’m excited to announce you will see our officers and staff out and about working with our members. Following up on orientation, getting contract suggestions, and talking about workplace issues. Please keep an eye on your bulletin boards for upcoming visit dates!

We are seeing a trend in our industry: drivers are scarce and our employers are needing to do a better job in wages and benefits to attract folks who currently have driving jobs. Education and training opportunities are available on the local and national levels, so please contact your officer and get involved.

We continue to see assaults on the rise in our industry, and we need to continue to work with local and federal government agencies and community groups to provide a safer system for all.

Secretary Treasurer’s Report
By Mary Longoria

Sisters and Brothers,

We are now just over seven months into the new world after the U.S. Supreme Court’s Janus decision. I want to report that ATU Local 757 is doing great so far, retaining members that know the value of a union. Folks who know that it’s important to have someone in the room when you are called into the office, who will stand up with their union co-workers when we go to the negotiating table for our next contract, and who understand that it’s important to make a living wage with benefits that support you and your family. Most members that have been around a while understand the value of having a union.

However, we are having a few new hires who don’t know the history or the struggles that have taken place on behalf of workers through union organizing. What we can do as union members is talk to the new people.

Recently, three retirees — Gary Nelson, Dennis Newcomer, and Cliff Hall — attended a new-hire orientation and talked to them about their experiences as drivers and what they have gained over the years as union members.

Below are our current member numbers for ATU Local 757.

Current Active Members – 4,400
Retiree Members – 1,100
Non-Members – 34

On a great note, we signed up 51 new members in January! United We Stand!
Greetings, Brothers and Sisters,

You may have noticed Contract Suggestion Forms floating around. It is time once again to think about what changes you would like to see in the next contract. The current contract expires the end of November 2019. Our contracts generally run for three years, so now is the time to think ahead.

The contract negotiation process starts with you. Look at the current contract; are there items that you feel need to be added, deleted, or modified? Write them down.

Talk to your co-workers. Talk to your Union Reps. There are often issues that you and many of your co-workers face that become so commonplace people don’t see them as a problem they might be able to do something about, anymore.

Don’t be hesitant to turn suggestions in; new ideas are how we move forward as a union. Turn your suggestions in to the Union office. You can send them to the ATU by fax, mail, email, interoffice mail, or give them to your Union Rep. The deadline to turn in suggestions hasn’t been set yet, but will probably be late spring.

The Union will collect the suggestions, list them, and the Executive Board will go through the suggestions, identify any conflicting issues, and move them into the appropriate categories. These will frame the negotiations for the coming contract.

The negotiations themselves are bound by a strict set of laws. The negotiation process is a give and take, and not all suggestions will make it through the process into the final proposal. But if you don’t put your suggestions in at the beginning of the process, they won’t be there at the end. In Solidarity.

Hello, brothers and sisters!

I hope all is well in your life. Just remember, it’s what you make of it. Once you let someone control your emotion, you have already lost.

We all know that TriMet leadership needs a good checkup. I’m still a proud TriMet employee, but why would I want to tell anyone else to come and work for TriMet if there’s no advancement opportunities and work is being contracted out? I will not put all the blame on management because the pendulum does swing both ways. Management just happens to carry a larger burden of the swing. We all have a job to do when we clock in and we need to fulfill our part of the contract.

Contracting out union members’ work is not new. I am on board with that. It lowers the morale of the workforce. “TriMet is Hiring!” That seems to be longest-running slogan the District has had. That’s a big hint: It’s time for TriMet leadership to take a long look in the mirror and make a change. I’m still a proud TriMet employee, but why would I want to tell anyone else to come and work for TriMet if there’s no advancement opportunities and work is being contracted out? I will not put all the blame on management because the pendulum does swing both ways. Management just happens to carry a larger burden of the swing. We all have a job to do when we clock in and we need to fulfill our part of the contract.

Your town hall meetings sound like a good idea, but they don’t work. They are only reaching a small percentage of the workforce. Y’all need to get out of your offices and go work with your employees. Turn their ideas into action so the District can make the frontline employees feel safe while they are performing their jobs.

It would also make a very big difference if the District was fully staffed in every department. We would have a bigger TriMet presence along the system. ATU Strong!

“Nothing in all the world is more dangerous than sincere ignorance and conscientious stupidity.”

- Martin Luther King, Jr., 1963

Hello, Brothers & Sisters,

I know most of you cannot make it to the Mon Feb 18 Charter Meeting due to the fact that most of us are on the road at that time. Even so, just to let you know, ATU 757 has begun at 5 p.m. pre-meeting before Charter to discuss ATU’s organizing and our contract negotiations with TriMet. Check out the flyer on the Union Board for more information.

Also note that the Union Board at Center has been updated, and all contact info for our Executive Board Officer, Extra Board Liaison, and all of our Shop Stewards is up, as well as important and helpful info about your rights and responsibilities, and special opportunities for Union Members.

As far as the ATU 757 Contract Suggestion Form, negotiations will begin soon. There are two ways to access and submit suggestions you might want to add, or bring to the discussion. We want to hear from you!

So, Bus Ops, can either do this digitally or manually. Manually, you can get forms from any of the Stewards, Liaison, or Executive Board Officer at Center. Fill it out and return it to either them, ATU Office (NE Couch & 18th), or you can fold it once long-ways, and drop it thru vent in our ATU Locker #190 (grey locker w blue lock, near computer station).

We’re going to take them to ATU Office. You can also interoffice them to destination “ATU.”

Digitally, there is also a form that folks can fill out & send off on ATU 757 website. Go to: www.atu757.org then to TriMet Bus (under Properties on left), then, once on our Property screen, scroll down below Officers & Contracts, to lower Right side, for Contract Suggestion form. Fill out, add your contact info (please use your ATU email, rather than work email), then hit send.

Let’s see if we can reach out to some of our fellow brothers & sisters, and let them know about this! I know we all have items we’d like included in the discussion, to sake mit as negotiating points. I also know we’re all busy, but let’s make the effort to give our fellow bus ops a voice in this process!

Thank you for your efforts! In Unity.

Hello, brothers and sisters!

I am writing this, we have had a few more accident reviews, and we’re still seeing the same issues: right- and left-side clearances, and hitting stuff when you’re moving around the yard. My advice is watch your mirrors as you’re turning and when you’re driving in the yard. Move slow, and don’t back up without a spotter, just to be safe.

WP meetings are out of control. The amount of time and money they think are being spent on these meetings is crazy. They will have meetings if someone gets more than three SIPs in a year, or if discrimination on the basis of race, religion, or nationality is mentioned in the complaint. I will say that if we had audio on the cameras, most of these SIPs would be tossed out and we wouldn’t have so many meetings. Hearing what was said would really clear things up. I know many members are afraid of audio, but I’m for it, and it could be live as early as the end of this year.

New 3900 series buses that just came in have the wrong driver barrier, different from what was approved. I’m not sure if they will replace them with the design that goes all the way to the CAD/AVL unit, which protects drivers more and was approved by the committee. Anyway, I know I’m juggling around a lot, but there are lots of issues and I know the other reps want to share what’s going on in their yard.

Until next time, be safe, watch your mirrors, and keep scanning to avoid accidents!

Brothers and sisters,

I want to focus on the service LTD is calling Mobility on Demand, or MOD. This is a demand response style of service that is trying to meet the riders desire for a more flexible service, based on their time schedule. LTD approached the Union about a contest they apparently won that awarded LTD money and technology to experiment with this style of service. Several areas were identified to experiment from Coburg Road/Ferry Street Bridge neighborhood to the River Road neighborhood. Due to the experimental nature of the 13 month project, Cottage Grove came out as the preferred choice. South Lane Wheels has operated various types of service in Cottage Grove since 1982 and when Cottage Grove was added to LTD’s service boundary, we have complimented each other to provide service to the that community. LTD chose to partner with South Lane Wheels to run this experiment. South Lane Wheels adjusted their services to run the MOD service. It is not clear to us whether LTD decided to continue to be the face of transit to our community and if this experiment works out where we send smaller vehicles into neighborhoods to pull riders into our high-frequency corridors, the Union wants to do that work. That would involve detailed negotiations over newly created job classifications, but time will tell whether that becomes a reality. We have pulled as much initial data on the project and we will continue to monitor it throughout the 13 months.

The training that Fleet Liaison Jordan May and myself received at ATU HQ in Washington D.C. was very well put together. A big kudos to ATU International staff. Jordan and I came back with ideas and goals. We have started to pursue these with the hope of improving the day to day lives of our fellow members.

In other news, Fleet has hired two General Service Workers into the Mechanic classification. They will receive in-depth training over the next 4 months and ongoing training thereafter. This is a great example of being able to promote from within and give our members a chance to improve their skills. We’ll then be onboarding two new Service Workers to fill the holes that were created. Thanks to Union Rep, Diane Weisenfluh, and her husband, Ron Weisenfluh who will be retiring in March. She has always been an all-star and been a great example to look up to. LTD will be conducting interviews for her replacement soon. We are seeing transitions in departments where there is usually little movement so these are exciting and interesting times. Please extend your warmest welcome to all who join our ATU family. We stand strongest together.

Turn to Page 11
Greetings, fellow brothers and sisters.
The new vans are rolling into service now with more on the way. Although they have higher ground clearance than the old vans we used to have, their larger size will present a different set of challenges to overcome.

Please watch your tail swing with these vehicles. Ground clearance could still be an issue on sloped driveways. Take your time and go slow if you’re not sure you can enter a location without damaging the vehicle. The capacity limitations are lower than the buses and the seats are much narrower. If you have a passenger whose device does not fit for proper securement or whose size is too large to safely seat, please contact dispatch and report the problem. As always, do not transport anyone or anyone’s device unsecured. By reporting the problem, you force a supervisor to make the call, relieving you of responsibility if he or she gets it wrong. Good luck and be safe!

Lane Transit District
As reported by BILL BRADLEY

Greetings and salutations brothers and sisters,
Here we are into March already and many of us still don’t have our uniforms from Galls. C-Trans has pushed the compliance date back from February 1st to March 1st, and it looks like some will still not have their uniforms by then.
I also hear that many members are getting the wrong color, and wrong size uniform items as well. The Union or its officers cannot return your items, if you need assistance, please return these items to Bob Medcraft and he will arrange for you to get the proper uniform items with Galls. His contact number is (360) 906-7536 or email him at bob.medcraft@ctran.org. This uniform fixture is one tent away from a full-blown circus. Side note: I was just informed that operators that still possess jackets that were purchased from the former uniform vendor that are in good repair and are navy blue may continue to wear these jackets.

The vacation bid for the 2019 year has come and gone, hopefully everyone got at least a week or two they wanted. The vacation bid was similar to last year, with 15 slots for most weeks with 4th of July week and the two weeks of the Clark County Fair being the only exception.
It appears the numbers for New Year’s Eve were good enough, that C-Trans is considering the continuation of the extended service hours again for next year. I hear regularly from the operators they would like to see the return of “real” reduced service days. We have been asking some of the managers and pressing them to bring back real reduced service days, to include possibly New Year’s Eve and the day after Thanksgiving. So far, no luck, this conversation seems to be falling on deaf ears, we believe C-Trans should be giving serious consideration to the day after Thanksgiving, Christmas Eve, and New Year’s Eve. We believe a modified Saturday service would meet the needs of the passengers, and at the same time improve quality of life to operators and staff. It always helps if the staff and management hear from all of you on these issues. Please contact Larry Ham and let him know we want reduced service days back.
After several years of petitioning C-Trans to put operators on the bus builds, we have recently met with Bob Medcraft and Tim Schellberg to establish a procedure to begin this process. I can joyfully announce that operators will be included on future bus builds to address our needs and requests. This month’s final thought: someone asked me recently why pay Union dues. Here is why I pay, and why you should as well: benefits. Benefits such as excellent health insurance, shorter hours, higher wages, vacation with pay, paid sick leave, paid holidays, seniority rights, economic security, pension benefits, and better and better conditions. True, it’s now your choice. Plain and simple, It’s the right choice, and the right thing to do. Ever forward, In Solidarity, Jimmy Jim

Retirees’ Corner


Names in bold print/caps are our 50-year retirees — thank you for your service, sisters & brothers!

IN MEMORIAM: Michael M. Vernon

The ATU 757 Retired Members’ Chapter Meeting will be held on Wednesday, March 6th at 9:30 a.m. at Westmoreland Union Manor, 6404 SE 23rd Ave. Coffee and doughnuts will be served at 9:00 a.m. The following month’s meeting will be held on Wednesday, April 3rd at 9:30 a.m.
Greetings fellow workers!

I know things have been a little rough at our yard lately, we’ve lost about 13 people so far this school year to retiring, finding greener pastures, and some due to burn-out. This has caused us to be short staffed for the extra effort to fill in these positions far this school year to retiring, finding other work, or greener pastures, and some due to burn-out.

It’s happening daily (as it has been for much of the school year) it is indicative of a risk for tetanus infection. If you happen to cut yourself in the chaining process, tetanus infection can occur and be deadly. Please make sure that our clients that require life sustaining rides made it safely to their destinations.

Sadly, many of the paratransit workplaces do not have adequate equipment for winter conditions. Most locations lack shovels, rain gear, and blocks. The tread on the rear tires are biased, making icy conditions slippery, especially on the side roads. A lot of the chains are rusty from prior years, creating a risk for tetanus infection. If you happen to cut yourself in the chaining process, tetanus infection can occur and be deadly. Please make sure that your tetanus shots are up to date. Prevention is the way to avoid this infection.

If any Operator has an accident due to the weather conditions, it is imperative to notify your union officer to make sure that the determination is fair. At times, operators have been charged with preventability - when, in fact, the accident turns out to be non-preventable. This is the reason you need to contact your union officer as soon as it happens. The Officer may be out on the road and unable to take your call at the time of the occurrence. Let all focus on the jobs we are supposed to do instead of being in emergency mode all the time putting out a fire after fire that keeps popping up.

From Page 11

It’s 70 pesos or $3.50 to go 42 miles from our town to Puerto Vallarta Airport, which takes an hour or 2 depending on how many trucks are on the road. An accident could tie the road up for hours. Many people use the bus to go from one town to the other. The other day, a guy got on bus with bongos and negotiated with the driver to pay after he played on bus and got enough tips to pay fare. He was good and his fare was paid with change left over. Another bus line, Pacifico, has better buses and a special fare-taker so that it’s not the driver’s duty. Plus, AC – it costs a little bit more, but 10 pesos is definitely worth it.

This is a pretty short article about the KIND life in Mexico. Let’s make America kind again. I ride the bus here and am amazed that drivers leave pesos of coins and bills in sight and easy taking. No one ever attempts to snatch the money, just a friend of mine was riding a bus in Mexico City and a commodo truck emptied at the front of bus. A man approached my friend with his wallet in hand. Turns out someone had pick-pocketed my friend and bus passengers intervened and got his wallet back. He offered reward, but the local man was upset that it happened and refused the money, and apologized for what occurred. I can only say that the folks I meet here are very cordial, honest and more. It’s more fun and kind on this side of the wall.

Salad! Slaainte! L’chiam! Cheers!

MARCH MEETINGS

SHOP STEWARDS AND FUTURE LEADERS MEETING (NEW!)

Are you an ATU 757 shop steward? A rank-and-file member who’s looking to get more active in the union? Join leadership and staff every month before our Charter Meeting for the Shop Steward and Future Leaders Meeting to help us drive ATU’s organizing in 2019 and beyond!

The Shop Stewards and Future Leaders Meeting will take place at 5 p.m., Monday, March 18, at the Salvation Army, Rose Center for Seniors, 211 NE 18th Ave, Portland.

CHARTER

Charter members meet at 6 p.m. Monday, March 18, at the Salvation Army, Rose Center for Seniors, 211 NE 18th Ave, Portland.

Please note: Unless otherwise noted, all ATU members are invited to attend any of these listed meetings.

LANE TRANSIT

Eugene members meet 7 p.m. on Wednesday, March 20, at the Woodworkers Local Lodge, 1124 South A St, Springfield.

TILLAMOOK/CTD

Tillamook members meet 1 p.m. Sunday, March 24, at Rendezvous Bar and Grill, 214 Pacific Ave, Tillamook.

CORVALLIS

Corvallis members meet at 3 p.m. Sunday, March 24, at the Oddfellows Lodge, 223 SW 2nd St, Corvallis.

C-TRAN/C-VAN

C-TRAN/C-VAN Vancouver-area members meet 6 p.m. Sunday, March 24, at the SW Washington Labor Council, 2212 NE Andavene, Vancouver.

HOOD RIVER

Hood River members meet 6:30 p.m. Tuesday, March 26, at the Columbia Area Transit Break Room, 224 Wasco Loop, Hood River.

Amalgamated Transit Union - Division 757

Representing working men and women in Oregon and Washington at:

TriMet • Lane Transit District • C-TRAN/C-VAN • Salem Area Mass Transit District • MV Canby • MV Salem • Rogue Valley Transportation District • Bend Extended Area Transit • Cascades East Transit • Tillamook County Transportation District • Valley Transit Association • First Transit Regions 1, 2, and 3 • City of North Bonneville • Portland Public Schools • First Student Portland • First Student Corvallis • MTR Corvallis • Lamar Advertising Company • Columbia Area Transit - Hood River • ATU Retired Member Chapter • Sunset Empire Transportation District, Astoria • CC Rider