In apprenticeship programs rather than eliminate them. Keeping the apprenticeships programs in-house makes sense when the systems need to become knowledgeable and skilled in are highly spe-

President’s Roundup

By Shirley Block

Sunset Empire Transit District is operating 40-foot coaches on their new Astoria-to-Portland line that connects the Oregon coast to the big city. It’s clear to me they are not sure what they need to make this work for the community. I will be working with them in a Labor/Management meeting to negotiate an increase in pay, breaks, and lunch breaks for these operators.

Canby MV voted the proposed contract down on February 8. Their monetary offer for wages was simply not enough. We will be going back to the table to negotiate a fair wage for our members.

I want all our TriMet members to know that this is the third time Laird Cusack has cancelled negotiations with ATU. If it had been us that did something like that, he would have sent one of his bull@%^* letters over here. Just to keep everyone in the know, negotiations with TriMet are going to be a tough fight and I’m putting on my gloves to fight to the end.

Increasing Barriers to Entry

TriMet’s apprenticeship program has historically helped thousands of hard-working families from low-income backgrounds to become squarely middle class by providing them with specialized training and the education needed to become highly skilled workers. I think TriMet has historically offered these opportunities because TriMet and union leaders together believed in their vision of doing their “part in making our community the best place to live in the country.” A livable community, a good place to live, is one where people thrive rather than worrying about how to make ends meet each month. TriMet needs to understand that their workers are part of the community, and that means helping their workers earn a living wage that allows them to thrive rather than struggle to survive.

Passing the Buck: Contracting Out Does Not Lower Costs

The loss of the apprenticeship programs represents a clear decision to take away training opportunities from blue-collar workers in TriMet. This decision widens the income inequality between the blue-collar and the white-collar workers at TriMet. This cost-saving measure might look good on TriMet’s balance sheet, but it doesn’t make those costs go away. Being a public agency, TriMet is simply passing the cost onto other public agencies, including the Oregon Department of Human Services and the U.S. Department of Housing and Urban Development. By hiring from the outside rather than training our own people, TriMet is simply externalizing training costs to other companies and organizations. Cost-shifting does not make the costs go away. Are these the right approaches for a company that is accountable to its community, a company that says that it strives to make our community the best place to live in the country?

Don’t Throw Out The Baby With The Bath Water

If the issue is that our apprenticeship programs are inadequately rigorous and comprehensive; if our apprenticeship programs are advancing and passing students who lack the necessary skills and training, then we should work together to revise and revamp our apprenticeship programs rather than eliminate them. Keeping the apprenticeship programs in-house makes sense when the systems need to become knowledgeable and skilled in are highly spe-

Secretary Treasurer’s Report

March is Women in History Month

By Mary Longoria

I learned about unions when Reagan busted PATCO in ’81. My Dad said that unions were going to continue to be attacked, but that it would take a long time to take them down. Turns out, we’re still here fighting.

I knew that unions were important from my Dad. I knew they were good from seeing what the Union families had, compared to what others didn’t: security. But at that time — a time when the boys were taking shop and I was learning to sew skirts in Home Ec — I thought all of the Union members, and certainly the Union leaders, were men. I definitely did not see myself being a Union leader one day.

March is Women in History Month, so I wanted to take this opportunity to highlight women in the Labor Movement. The impact women have made in labor history is often missing from textbooks and the media despite the numerous roles women have played to organize, unionize, rally, document, and inspire workers to fight for justice.

From the 123 women and children that tragically lost their lives in the Triangle Shirtwaist Factory Fire of 1911, to Ida Klaus, author of the Little Wagner Act, and Shirley Chisolm, the first black woman to serve in the United States Congress, to the recent Women’s Marches and Red State Revolt, women have led the Labor Movement through some of its most important moments. Women have championed for better workplace conditions, cutting back the 12-hour workday, and continue to fight for equal wages along gender and racial lines.

But we are not finished. As the trail blazing women above have proven, the working class will not succeed unless we include everyone in the fight, regardless of gender. It is not lost on me that the picture of “Union” continues to be the stereotypical “guy in construction hat.” And while I am happy to fight beside him, who I want to celebrate during Women in History Month are the women who I am lucky enough to fight this fight with: Every bus operator, maintenance worker, dispatcher, and other ATU-757 member, including our President, Shirley Block. Thank you. I am honored to stand by you and behind you. I am proud to represent you. United We Win For Everyone!

Vice President’s Report

‘No Takeaway’ Button Now Available

By Jonathan Hunt

Greetings Sisters and Brothers.

We have the following contracts open:

Tillamook County Transportation District
Lane Transit District
Public Safety Officers
Canby MV
TriMet

The following contracts will be opening for contract negotiations this year:

North Bonneville
Salem Cherríots
Valley Transit

C-TRAN Combined Employee Agreement

We have “No Takeaway” buttons available at the Union office to anyone who would like to have one. They are universal and can be worn by members who work at any of our represented properties!

TriMet appears to be hell-bent on taking away our ATU members’ hard-earned, bargain-for-and-negotiated benefits! Our members are mobilizing to attend the TriMet Board of Directors meetings, talking with the riding public, and speaking to our constituents.

Please join all of us in contacting TriMet’s General Manager Doug Kelsey at 503-962-4831 and let him know that we oppose the elimination of our apprenticeship programs, that we demand to be paid appropriately for our road reliefs, and that we want a SIP program that actually helps opera-

United we stand, divided we fall! Whether you work for TriMet or any of our other represented properties, I encourage you to participate in YOUR ATU-757 by attending our Union Meetings to discuss important issues that affect all of us!
Greetings and Salutations Brothers and Sisters.

The vacation bid is over. Unfortunately, there were a handful of operators that missed their bid times. To clear up some confusion, the bid occurs each year in February, as stipulated in the collective bargaining agreement. For the future we will try to post it ahead of time. However, it is incumbent on each member to find out and bid accordingly.

Recently, Kevin Hogan, Jill Carrillo, Lonnie Johnson, and I had the privilege of sitting down with Southwest Washington state legislators in Olympia to discuss transit-related issues that affect us — both here in Southwest Washington as well as the rest of the state. We were graciously received by all the lawmakers we visited and enjoyed some productive conversations.

Many of you have seen the new C-TRAN Composition Book that came out recently, providing a year-end review of accomplishments from the prior year. I would like to point out that it has almost no reference to members and operators in the document, but does have two pages dedicated to a Labrador Retriever named Jamboree. Don’t get me wrong, I love dogs, but... just saying.

We will be starting the run-cut for the May Service Change shortly. There will be some changes. We will keep you posted as we get more information!

We need to let our Brothers and Sisters over at TriMet know we stand with them. Let them know we’re proud to stand with Amalgamated Transit Union Local 757 in calling on TriMet to not end their TriMet Maintenance Apprenticeship Program.

TOGETHER WE FIGHT. TOGETHER WE WIN!

We are still fighting to keep the apprenticeship programs at TriMet. We recently went to the TriMet Board of Directors and gave testimony on how effective these programs are for upward mobility for helpers and service workers. Thank you to Gerry Mohr and Chris Tyson on giving awesome testimonies, and thank you to all the workers who took time off from work to attend the Board meeting. Thank you to all who signed the on-line petition in support of keeping the Apprenticeship Programs and to others who contributed in different ways.

The spring sign-up is usually done in early to mid-February, and usually takes effect in the last week of February so that we have enough time to do the vacation sign-up. The sign-up for bus mechanics took place on March 4th, facilities maintenance, stores and helper/service workers on March 5th and will take effect on March 15th. This year it’s running quite a bit late, so instead of having a month to do the vacation sign-up, we will have from March 15-31.

The 3900-4000’s are having several maintenance issues. These include front and rear door problems (since going with electric doors), buses that will not get into gear, and operator barrier latches that are out of adjustment. All these issues are being addressed. Some issues are because of bad parts and others are adjustment problems.

If you have issues with your coworkers, contact your Union Officer. It’s not worth getting into a shouting argument or worse. We will do our best to try and resolve the issue. These situations can go from mild to out of control. We don’t want to see anyone lose their job or get injured. Call or text me anytime day or night, holidays, or the weekends.

Congratulations to Wendy Redmond for graduating from the diesel apprenticeship program. Wendy persevered and kept pushing. She never gave up even when faced with adversity.

Hello, Brothers & Sisters.

Many of us realize we cannot make changes to things on our own. We also know we cannot expect others, our elected officers, our Executive Board representatives, our Extra-Board Liaisons, or Stewards to do it on their own without help. We know we need to step up and move the process forward. We understand that many small efforts by each of us collectively can add up to one huge effort as a whole.

We have many newer bus ops who are not familiar with this process, but are interested and want to help. We are looking for ways to introduce and educate our newer members, as well as inform ourselves, to the many aspects of this job, our company, our Union, contract negotiation, tactics, and how it all works together. There is some very good info on the ATU 757 website that can give you insight to what the Union does, why they do it, how they do it, and what you can do to help the process move forward...

Visit your website: www.atu757.org. From your Home Page, go to the “Training” tab, from the drop down menu there are a few areas I recommend: “10 Steps for Winning Contracts;” “Allies At Every Stop: Organizing Passengers and Building Power;” “Intro to Shop Stewards;” and, from there, particularly, “The Skills of A Shop Steward.”

You will have a few different audio/video sessions to choose from. I think that also, “Labor Press Archives” from 2019, contain some important and valuable info. I still say check it all out, as it’s all good info, and may be from a perspective you had not considered. You don’t have to do it all at once. Do it in pieces, as your schedule allows, but please check it out. I hope they inspire you all to make that one small effort that helps to make our collective effort a huge one, our effort as a Union, fighting for good pay, strong benefits, and safe working conditions.

Once again, if you have not heard/seen these sessions, they are not only for training those in Steward positions (as we are all Stewards of our Union), but to educate all Union members what the Union is about and why we do the things we do. There is information on successful tactics to try and influence the direction of the negotiation and information on the many positive reasons to support your Union!

Pass this info along! Work together!

Happy Rails Friends.

I was initially hoping to make a post about a good negotiation session, but it didn’t happen. TriMet canceled AGAIN, and we are where we have been from the start of bargaining. They have dragged their feet, they have been disorganized, they have taken a stance that the only solution is to take away the rights and benefits of the members of the Union.

When you look at their “solutions,” they don’t solve anything. In almost every case their “solutions” would actually make the problem they are trying to address worse. Like I wrote last month, we as a union are standing together and are fighting strong to get the word out. There will be opportunities for you to serve and help with this voice. Thank you in advance to all those people that give a little bit of their time. It all makes a difference.

I have been able to start a conversation regarding discipline over the last few days that has shown some promise. Hopefully, some of the fundamental issues that have been ignored for such a long time can get taken care of. I’ll keep you posted as we move through this.

There are some issues arising between operators and controllers. Always remember we are on the same team. Treat others like you would want to be treated, and always be respectful. I am hearing some disagreements coming across the air where both sides of the radio need to be more mindful of their communication.

I am trying to get some issues resolved and addressed before they become a disciplinary matter. If you are involved in any of these conversations, I am asking you to have an open mind and try to see the issue from the other person’s side.

I have already been in some talks about the construction sign-ups that are coming. When the runs are posted and the information comes out, make sure you take note. This will be especially true of the Steel Bridge sign-up.

Thanks for all you do.

In solidarity.
Hello brothers and sisters,

The new Powell shop is coming along slowly but lately it looks like they are making some progress. I hear the fuel house and wash rack are to be up and running in April.

Our yard supervisor just quit, and our swing-shift supervisor quit. I think they had enough of TriMet and the way they are doing business.

Recently, I have been in meetings with employees over an ongoing HR investigation. I want you all to remember that if you get a call or e-mail to attend any meeting with management or HR, have a Union Representative with you. DO NOT GO IN ALONE! Call your representative ASAP so we can adjust our schedules to be with you at that meeting!

On a happier note, I have had three of our top journeyman diesel mechanics retire in the last couple of months. Ric Douglas, Steve Casteel and Jeff Eakin from radio, and Mike Ladich, Number 1 in the helper ranks. I wish you all the best. Your expertise, product knowledge, work ethics, and friendship will be greatly missed.

As you all know, we are still in negotiations with TriMet on our new contract. All I can say is we are working hard to get a good, fair contract with no take-aways.

Stay Union Strong!

Union Brothers and Sisters,

I want to let everyone know that Darlene will be missed, and I am sorry to see her go.

I want to say thank you to everyone who has helped in all ways to make our Driver Relief Fund work. We really need to keep up the good work. Again, thank you all.

On a different note, the company is implementing a new procedure to the brake test during your pre-trip. I know many of you are aware of the change, but I want to make sure that everyone is aware of the change. It was not posted, and we were not aware of it until we had our evaluations. So, we are addressing the issue, as well as other issues.

If you see or hear something and you are not sure how it works, please let Alex or me know. We are here to help you!
...President’s Roundup

From Page 1
cialized. I think there is robust evidence that Tri-Met has a lot of equipment that requires highly specialized knowledge and skills to maintain and improve.

Below is a message from Congressman Earl Blumenauer that I wanted to share with you:

On 02.06.2020 the House of Representatives approved H.R. 2474, the “Protecting the Right to Organize (PRO) Act.” As a co-sponsor of this bold, comprehensive labor law modernization legislation, today’s vote is a crucial step towards restoring the rights of workers to form unions.

I am proud to support the PRO Act because I believe that a vibrant and protected union movement is key to a stronger middle class. Organized labor brought us the 40-hour workweek, helped improve workplace safety, and bolstered environmental protections.

But, for decades workers have been gradually stripped of their rights, resulting in stagnant wages, widening income inequality, and unsafe workplaces.

You have been working tirelessly to ensure that workers’ rights are protected, and I am committed to standing in solidarity with you. Together, we will make progress in fighting for the restoration of a fair economy. This includes taking on employers that act in bad faith to stifle the rights of workers, expanding workers’ collective bargaining rights, and strengthening workers’ access to fair and respected union elections.

As always, please do not hesitate to reach out to me or my staff. We stand ready and willing to help.

In solidarity,
Earl

...Book Review

From Page 15

tunity to make US feel included in the celebration of Portland’s transit success. Instead, you chose to ignore us, and that’s an insult this bus operator cannot ignore.

We helped make the history you claim credit for. Yes, Portland transit has taken great strides the past century, but we have taken innovative steps toward a stronger future. There have been many instances of success here, and for that we should ALL be proud. If we’re the “family” you say we are, then we should feel collectively vested in the success this book describes. When you forget those who made your accomplishments possible, it’s an empty victory.

We invite management going forward to come walk along the same path we do. Please stop fighting us, and instead join in a shared quest to keep improving our transit system.

From the beginning, there were horse-drawn streetcar operators who braved harsh conditions to give Portland Transit its humble beginning, and thus an opportunity to celebrate our success. Those brave transit pioneers fought hard for an enclosure to protect them from the relentless Northwest weather. We have been fighting for such basic decency ever since.

Our city has long-depended upon the dedicated individuals who have sacrificed to take Portlanders wherever they needed to be. Your disdain for our efforts is magnified in Making History. WE made this history possible. Thousands of earnest laborers are insured by our exclusion from this celebration.

Therefore, my review of this book, even though it is full of flow charts and glorification of transit’s corporate takeover, is a strong D. Perhaps it merits a D-Minus, but I’ll spare you that because you had grace enough to feature a few photos of those of US who make your successes possible.

My hope is that the next 50 years see an uplifting for those who make the wheels roll. We make the brave sacrifices you take credit for. Get it right for once, will ya?

MARCH MEETING NOTICES

SHOP STEWARDS AND FUTURE LEADERS
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. The Shop Stewards and Future Leaders Meeting will take place at 5 p.m., Monday, March 16, at the Salvation Army, Rose Center for Seniors, 211 NE 18th Ave, Portland.

CHARTER
Charter members meet at 6 p.m. Monday, March 16, at the Salvation Army, Rose Center for Seniors, 211 NE 18th Ave, Portland. The Charter day meeting is 10 a.m. Tuesday, March 17, at ATU 757 Schoppert Hall, 1801 NE Couch St., Portland.

COIC/Bend
Central Oregon members meet 6:30 p.m. Saturday, March 21, at East Bend Library, 62080 Dean Swift Rd., Bend.

COLUMBIA AREA TRANSIT-HOOD RIVER
Columbia Area Transit members meet 6:30 p.m. Tuesday, March 31, at the Columbia Area Transit Break Room, 224 Wasco Loop, Hood River.

CORVALLIS
Corvallis members meet at 10 a.m. on Saturday, March 21, at Woodstock’s Pizza Parlor, 1045 NW Kings Blvd.

LANE TRANSIT
Eugene members meet 7 p.m. on Wednesday, March 18, at the Woodworkers Local Lodge, 1124 South A St., Springfield.

PPS/FIRST STUDENT PORTLAND
PPS and First Student Portland members meet 10:30 a.m. on Thursday, March 19, at Colwood Golf Course, 7313 NE Columbia Blvd., Portland.

ROGUE VALLEY TRANSPORTATION
Southern Oregon members meet 7:30 p.m. Saturday, March 21, at Jackson Creek Pizza Company, 317 E Main St. Medford.

SALEM TRANSIT/MV
Salem members meet 7 p.m. on Tuesday, March 17, at the Senior Center; 2615 Portland Rd NE.

TILLAMOOK/TCTD
Tillamook members meet 10 a.m. Sunday, March 22, at Rendezvous Bar & Grill, 214 Pacific Ave, Tillamook.

VALLEY TRANSIT
Walla Walla members meet 10:30 a.m. Saturday, March 21, at WSDOT Maintenance Building, 1210 G Street.

PLEASE NOTE: Unless otherwise noted, all ATU members are invited to attend any of the above-listed meetings.

Retirees’ Corner

THE FOLLOWING RETIREES ARE CELEBRATING MARCH BIRTHDAYS:


IN MEMORIAM:
Stephen “Steve” Orr; Gloria Starling; Steve Spikla

Retired Members’ Chapter Meeting will be held on Wednesday, April 1, at 9:30 a.m. at Westmoreland Union Manor, 6404 SE 23rd Ave. Coffee and doughnuts will be served at 9 a.m. The following month’s meeting will be held on Wednesday, May 6, at 9:30 a.m.

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 Bonnville • Portland Public Schools • First Student Portland • First Student Corvallis • MB Corvallis • Lamar Advertising Company • Columbia Area Transit - Hood River • ATU Retired Member Chapter • Sunset Empire Transportation District, Astoria • CC Rider