



And so you asked...

LTD members' first-ever strike successful

By Al Zullo
President-Business Representative



After a week-long strike at Lane Transit District in Lane County, we have finally settled the contract. It will be a three-year contract starting February 1, 2005 with a 1.5 percent cost-of-living adjustment; January 1, 2006, a 1.5 percent cost-of-living adjustment; July 1, a 1.5 percent cost-of-living adjustment; and January 1, 2007 a 1.5 percent cost-of-living adjustment.

The current employer-paid retirement plan will stay the same.

Health insurance will now be a PPO plan effective February 1, 2005 with a monthly premium of \$802.81 paid by the District. Effective April 1, 2005, a new PPO plan will become effective with the following revisions as proposed by ATU: \$400-\$1,000 deductible; prescriptions at \$15-30-35; and a monthly premium rate of \$820.98 paid by the District. For the calendar year of 2005, LTD will contribute \$640 per employee per year to the employee's HRA account. This amount was contributed effective February 1, 2005. If legally possible, any balance remaining in the employee's account will be transferred to a VEBA account. The District will provide a stop-loss account to reimburse the employees for medical expenses covered under the health plan that exceed the amount in the employee's HRA or VEBA account. The amount of the stop-loss shall be \$1,500 minus the amount in the employee's HRA or VEBA account not to exceed \$800.

So that we don't run into the problem of skyrocketing insurance premiums, in the event that the health insurance premium increases by more than 15 percent, the parties shall receive the providers' quotes by October 1st, and the joint insurance committee shall meet and review the quotes within seven calendar days of receiving them. The committee will review potential adjustments to the plan and will attempt to agree on a new plan within the 15 percent parameter. The committee also will have the right to agree to a plan that exceeds the 15-percent parameter by unanimous vote.

Vacations and holidays will stay the same as the current contract language. Short-term disability weekly payments are increased from \$200 to a maximum of \$400, and life insurance coverage increases from \$30,000 to \$50,000.

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Vice President's Report

By Jon Hunt



After 11 months of negotiations, mediation and a six-day strike Lane Transit District and ATU reached a tentative agreement to settle disputes. The

main bone of contention was health insurance. The parties agreed to eliminate the managed health care plan and retain the PPO plan. Maintaining the same level of benefit cost was the key. The Union's primary concern was that the members not incur more than an annual \$1,000 maximum out-of-pocket expense liability, which was the maximum liability under the managed care plan.

The Union accomplished this goal by the employer's agreement to contribute into a medical savings account for each employee, and to self-pay the difference between the annual savings account and the additional \$1,500 out-of-pocket liability under the PPO plan. The employer's implemented

PPO plan will be withdrawn effective March 31, 2005. To compensate for the potential out-of-pocket expense increases of the PPO over the managed care plan the District agreed to contribute \$640 the first year of the contract and \$700 the second and third years of the contract into a medical savings account (MSA) called VEBA for each employee. The contributions will be made at the beginning of each year on February 1. The MSA-VEBA is a preretirement account that enables the employer to make a tax-free contribution to an employee's account.

The new agreement also provides a 3 percent wage increase for each year of the contract. The Union agreed to the VEBA contribution in lieu of the first-year wage increase. The new contract also increases short-term disability from \$200 to \$400 a week and life insurance from \$30,000 to \$50,000. Also agreed were meal break and break language to comply with the recent Oregon Bureau of Labor interpretation.

The entire 70-plus takeaway proposals presented by the employer during the past ten months were removed,

and all other contract language remains unchanged. I am proud to say that all of our 336 members stood strong on the picket line, and the saying that goes, "The longer the strike line, the shorter the strike" definitely came true. What the general manager at LTD didn't know was that we knew our members better than he did. He didn't think we were going to go on strike. He thought our membership was weak. This membership was strong then and it's even stronger now. We have the power, union power.

Special thanks go out to Mayor Kitty Piercy, Jack Roberts, Art Kennedy and Margaret Hallock for all of their help during the strike. We would not have been able to get a contract without their assistance. There is no doubt that this strike was a victory for LTD members and a victory for all ATU members systemwide. We held the line for health care, and we held the line for all.

As we move to the various properties, we have several contracts pending and some soon to open. We are stronger together. Please get involved with the Union and stay involved. Thank you.

ATU Local 757 Officer Reports

TriMet Merlo Transportation

As reported by
GREG MCGREW



On March 8, eight of your Executive Board officers and I plus Al and Jon were in Eugene to help our Brothers and Sisters at Lane County Transit District with their strike efforts. They are striking for health benefits, wages and a respectful place to work where the employees are treated no better than road

kill. I was proud and impressed with our fellow transportation workers. They were well organized, professional and dedicated to the task in front of them. Not one bus rolled out of their yard. Keep in mind that they are striking for our next contract! Hopefully, by the time you read this they will be back to work.

My duties have expanded to attendance at the monthly Security Coordination Team meetings. Again, I have been impressed by the team's response to the important issues of operator assaults and appropriate signage for rewards for assault information in the buses. In previous columns, I have told you that the signage for the \$1,000 reward for operator assault information

was missing. When the committee learned of this, they investigated, determined it was true and moved to replace that signage.

Commander Crebs, the new officer in charge of TriMet's transit police force, has committed to the apprehension and prosecution of criminals who attack TriMet's drivers. He is also dedicated to the prospect of reducing the rolling year number of assaults that currently stands at 51. In current and future issues of the Operator Report, he will be assisting all of us with tips on how to handle difficult situations, how to better identify suspects and how each of us can be most effective in the prosecution of people who vio-

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For TriMet active employees, the June 1, 2005 cost-of-living increase will be 1.32 percent and will appear on June 15 paychecks.



What IS this?

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

Amalgamated Transit Union Division 757

Representing working men and women in Oregon and Washington at:
TriMet • Lane Transit District • Rogue Valley Transportation District • Portland Public Schools • Obie Media Corporation • 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 Local 757 Officer Reports

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late the law. This is a commitment that has been missing at TriMet and is long overdue. When a Line 1 driver was assaulted recently, Commander Crebs's team moved swiftly to identify and apprehend the individuals responsible. They are currently being prosecuted.

This is a real success story, and we need to follow up on it by being vigilant and reporting incidents promptly.

Recently, we were to have a meeting with management to mediate all of the outstanding grievances that are on our books. For various reasons, including the strike in Eugene, the meeting was postponed. Meanwhile, we will continue to move our grievances ahead as quickly as possible. Your patience is appreciated.

Alan Eisenberg, the executive board officer from Center Street, is experiencing major health issues, and we are having a raffle to assist him while he undergoes medical treatment. Your generous support will be sincerely appreciated. Also, Center Street operators who are facing discipline from management can have either Sam Schwarz or myself assist them. Do not face management alone! Give either of us a call.

MV Transportation

As reported by
TODD WATSON

We have received our entire labor agreement from the Local. I have delivered all of them to our members via our mailboxes on the property. I am hoping that all members will sit down at a quiet place and go through its contents and write down any questions they might have concerning their own priorities and what lies in store for us for the next five years. I can't stress enough the importance of this, as this is our job security until November 31, 2009. Andy Brown, Omar Collins and I are all here to answer any questions one might have. We will, to the best of our ability, answer all questions put to us. One question that is commonly asked to me is, "Why is the contract's length so long at five years?" I can honestly say that a growing trend is toward longer union contracts (frequently seven years, even ten in some instances). Ours is about average in length. In later issues of The Bulletin, I will go into more detail as to why this is happening.

TriMet Powell

As reported by
SAM SCHWARZ



The spring run cuts will be complete in April, and we will know exactly how many hours we will lose in the summer.

Remember to make copies of all your reports and work cards! These are important and may be your only way of tracking a problem bus or fighting an accident. Saving all forms of paperwork is helpful in every aspect of our jobs.

I would like to take this opportunity to let our Brothers and Sisters in Eugene know that we are all in their picket line and by the time they read this their fight will have been won.

The spring sign-up will take place April 18 for the summer runs to start May 29. The sign-up for Memorial Day will begin April 12th.

We have settled several grievances and are working on getting them all settled.

Enjoy the nice weather!

TriMet Powell Maintenance

As reported by
DAVE KAY



I've had an interesting month so far. I was privileged to stand with our Brothers and Sisters in Eugene on day one of the strike against Lane Transit. This

event, though unfortunate, was actually an uplifting experience in my career as a Union officer--to stand with so many fellow ATU members for a common cause was really something. This labor action is now over with Lane Transit and ATU coming to an agreement on Mar. 12. This was a great statement to all our employers that ATU will stand strong and prevail in the face of adversity!

We here at Powell garage are glad to see an end to our construction period and to begin using all that new concrete that was installed over the last month. Great job, everyone; this was accomplished without safety incidents.

We also have had several new grievances filed over the last month, and it looks like more to follow. Two are at Step 1 later this week. Please note: Those grievances dealing with overtime issues will most likely be handled at the same time shortly after our new Working and Wage Agreement is signed. Hopefully, with the strike and ensuing issues in downstate taken care of this can be returned to the front burner.

As I write the other maintenance officers and I are dealing with TriMet on the issue of vacation days and availability of time slots to use your vacation time. On the subject of vacation please remember we can now carry over up to two weeks of vacation time, and I am given to understand no special paperwork will be needed. Please note that floating holiday time is not vacation time.

During an investigation into our Regence Blue Cross medical plan, an interesting note was found. "Blue Cross PPO" encompasses several different plans. So, when calling Regence or your medical providers for information on your benefit, please remember to specify "TriMet's Preferred Care Network (PCARE) plan."

Lane Transit District

As reported by
CAROL ALLRED



We have finally reached the end of this struggle. I say "this struggle" because there will be many more struggles to come both within our own organization

and in the lives of our fellow Union Brothers and Sisters.

Our own struggles will continue over the next two years until we go back to the bargaining table with the District again in early 2007. Perhaps, by that time, management will have changed and will begin to bargain more than one month before our contract expires. Perhaps, management at that time will care more for the health and welfare of their workers and understand that we are professionals committed to doing an excellent job for both the employer and the community and not "trained monkeys" undeserving of wages and benefits that are competitive within the industry.

Perhaps, by that time, the District will understand that good faith bargaining does not mean a refusal to talk about the main issues: health insurance, wages, vacations, etc., until we agree to all of their takeaways. I believe had we begun with the health insurance issue in May, we would never have been forced to take the ultimate work action and go on strike. We would not have been forced to hurt our community and the passengers we all care about so much.

Perhaps, by that time, we will have a board of directors that is elected by all of us and is not the incestuous relationship that now exists with a board that is appointed on the recommendation of the general manager and becomes nothing more than a rubber stamp board.

I have hope that we have become closer and have learned from all of this. I have hope that all of you will stay active in your Union and in the community. Our fight and the fact that we won the battle will help all other working people in this community, as well as in neighboring cities and states.

You should be most proud of yourselves for standing up and defending what workers who have gone before have earned for you.

You should be proud of the profes-

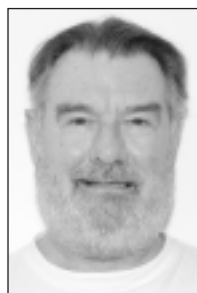
sional dignity you showed while you walked the line. Your being professional made the District look silly with all their beefing up of security. We showed them how out of touch with us they really are. We are professionals in all we do. We are kind, compassionate, caring, dignified people who deserve to be treated with the same dignity.

In the end, I would like to encourage all of you to stay active in your Union and in the community who supported us so strongly through out all of this. Every time you see another picket line, you will remember the line you walked that sunny week in March 2005. If you see a picket line, park your car and get out and walk the line with another union.

We are in a better position now to help other Brothers and Sisters and will be asking you to help them in the future. This is not just our struggle but the struggle of all workers. Stay united, stay strong and be as proud of yourselves as I am of you all. I am honored to represent all of you.

TriMet Light Rail Transportation

As reported by
MICHAEL T. OLIVER



In last month's notes I stated that we would have the help of the certified light rail operator (LRO) at bus to help for recertification. I have been informed

that that is not true and that we will get through recert and the Rose Festival with what we have.

There is a lot of interest in the accident at 5th and Washington in Hillsboro. The LRO was given a preventable accident citation, and now we will appeal it. This comes as no surprise since the media and the Oregonian, in particular, nailed the LRO even before any facts were in. In a particularly insulting and incorrect article on March 3, 2005, Holly Danks, Oregonian reporter, quoted a TriMet official, and the information she gave is 100 percent false. The article in question was accompanied by an illustrated drawing of the intersection at 5th and Washington that was so skewed as to be laughable, but the person being screwed is our LRO. This incident is far from over, and we shall keep you informed.

From now on, leave your time point at the exact time called for on the paddle. Do not leave 59 seconds early or at any other time; let's try it and see if it works.

Congratulations to Brandi Monks, who is expecting twins in July. Also to Tony Antoni, LRO of the Quarter. The new set-up at Saturday

Market should be finished by the time you read this. Please let me know what you think, positive or negative. Stay in touch at mtgbo2002@msn.com

Portland Public Schools

As reported by
SMOKEY STOVER



No report given.

TriMet Salaried Employees

As reported by
SHIRLEY BLOCK



The big issue this month for inspectors, supervisors (rail/road), controllers and dispatch was to have vacation sign-up with the right number of people

off at a given time. The first agreement was the formula of road supervisor, 4; rail supervisor, 3; and controller, dispatcher and inspector, 2.

After meeting with the management team it has been agreed to have language as stated in the contract, and in the future we will put it in writing for all. The current contract mentions only bus supervisor. It will go as follows: road supervisor/rail supervisor, 4; and controller, dispatcher and inspector, 3. At any given time when the District can let more off and not cost the shift to be filled at overtime or work undone, management has agreed to do so, and you know I will be calling them on the carpet if this doesn't happen.

It's going to be a long but busy summer, and I am pleading with my people, "Please, let's not play those games that I just recently found out a few of you are playing." A few of you know to whom I am referring. The leads will ask you to change your shift to accommodate a special mission, then you don't get paid overtime, then you come to me for help and say, "The other groups get paid overtime, and we don't. We are treated differently." Well, wake up and stop hurting yourself. Some day our managers will wake up (some sleep longer than others) and realize that we need employees out there and they have to hire more or pay the ones we have to work the overtime at time-and-a-half. Most of all, we as Union Brothers/Sisters have to

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ATU Officer Reports

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stick together and stop hurting ourselves.

I would like to say good-bye to the Danforths; both Kathy and Bill are on their way out the door to a better and less stressful life of retirement. Good luck to the both of you with many good years of pleasure. God knows you both have earned them.

We have settled several of the grievances that Mr. Ford has asked us to move back from Step 3 to Step 2 that were moved forward because we didn't get a response from the managers. I am happy to say they were settled in our favor.

TriMet Lift

As reported by LES GREEN

No report given.

C-TRAN/C-VAN

As reported by ROY JENNINGS



The only outstanding grievance currently in arbitration at C-TRAN is Stan Bush's. All other arbitrations have been settled in your favor. As soon

as we receive the arbitrator's decision, all will be informed. When the new fare increase goes into effect, please remember that at C-TRAN fixed route and paratransit operators are only fare "informers." We are not fare "enforcers." A few pieces of silver are not worth your job or your life. Take care of yourself and let C-TRAN worry about customer satisfaction as it applies to our fares.

On March 7, in a show of support and unity ATU executive board officers traveled to Eugene to help our Brothers and Sisters at Lane Transit. For information on the strike please read Lane Transit's Executive Board Officer Carol Allred's report in this issue.

When you have a moment, make a call to our Union Brothers and Sisters in Eugene and let them know that we support them! It's a small thing, and it will mean so much. The Lane Transit executive board officer's phone number is 541-729-1903.

Over the course of the last three months, I've been asked by some in management, "What would it take for the Union and management to be able to work together in the future, as well as on a new ballot measure?" My response was and always will be, "The Union is always there at a moment's notice, willing to work with C-TRAN for the betterment of all our members. As far as I know, our Union has never stopped trying to work with C-

TRAN."

With that being said, it sure will be nice when management learns not to talk out of both sides of their mouth. In a caring and diverse workplace the Union would be consulted before anyone makes a decision that could violate one of our contracts or past practices. Just think what life here could be like if management worked with the Union instead of working against us.

Over the course of the last three weeks, there have been some signs for hope. I'll keep you informed.

Salem Area Transit

As reported by GARY SPORE



No report given.

AMR Northwest

As reported by JAMIE WILLIAMS



Great news: At the time that the bids were due in response to Multnomah County's requests for proposals, the only company bidding for Ambulance 911 service was AMR. County purchasing will review the proposal to make sure it meets the minimum requirements. The EMS office will then probably review the AMR proposal as it will form the basis for a contract. Congrats to AMR management on the work you have done. The contract has a potential of running for 10 years.

Available on Fridays: Due to some changes and an attempt to be more effective with handling Union issues, starting March 15th I will be available on every other Monday and every other Friday. I will be putting in the same amount of time but changing it to better serve all areas. "Coming and going meetings" will remain the same—always on Mondays.

Work together: The concern of equal assignment of duties is an endless one. As we enter a year of negotiating the next labor agreement, we all need to work hard at getting along. We need to show management that we are together on work-related issues. We need to quit getting each other in trouble by writing up one another. We need to confront the issue one on one. The message I am trying to communicate is, "Work it out before you snitch it out." If the person fails to respond to your requests, then let the incident

report fly, especially with safety matters.

Quit calling dispatch: It has come to a point where I must be rude about it and just hang up on people. Having someone page me or calling me on the dispatch has caused many problems, including discipline. I have no more room for this to take place before I can go look for another job. I will return my calls. But I simply cannot take calls in dispatch any longer. Help me help you...

For the rest of March and April, please contact Jamie Williams and Lannie Haszard for Clackamas and SSD issues. Steve Polzel is preparing to test for his paramedic certification, so I want to be able to accept his calls temporarily to allow him un-disturbed time to study.

TriMet Light Rail Maintenance

As reported by MICHAEL CONNER



Let's talk about bid-back rights. Lately, there have been a lot of rumors about members who, having been gone from a discipline or classification for years, exercise their seniority rights and return to a former position. As most folks have begun their career in maintenance as a helper or cleaner, they always maintain that seniority. In some cases through no fault of their own they may have been unable to work as a helper due to the fact the District was hiring in large volume and there was an apprentice opening that the District had an immediate need to fill. In that case the vote of the membership has granted them seniority.

As most people make a move for a reason and stay in their present position seniority is usually not a problem, but they are always entitled to use the seniority they have. For example, if they are moving from a journeyman classification job to a helper job, by the contract the only penalty will be that their higher classification seniority will freeze! The District can also delay the move for one sign-up by claiming a hardship.

A member who holds seniority in more than one journeyman classification may move between the two journeyman positions without penalty as this is considered a lateral move. If you have any questions, give me a call. I will try to get you an answer.

Please take time to welcome Eric Duey as our new Portland Streetcar maintenance shop steward. Eric has always taken an interest in trying to get the Portland Streetcar management to comply with our Union rights. He will now be there in an official capacity.

Thanks, Eric, and welcome!

Have a great spring, and if the pollen gets to you, enjoy using your Union-fought-for right to paid sick time!

Rogue Valley Transportation District

As reported by CARRIE CLIFFORD-RISLEY

No report given.

TriMet Center Maintenance

As reported by CHAD MATHER



Congratulations to ATU members in Lane County. It was a pleasure to come and walk the picket lines with you. Your show of solidarity is what finally

broke their back. Way to go!

Well, the new sign-up has started and there were many changes. TriMet has refused to hire more people to replace those that are leaving. Things are going to be rough until we get more people on board.

I talked to Kurt Wilkinson about the safety glasses and asked if there is going to be a policy change. He said there will be no change and the glasses are just for people who need or want more comfortable glasses.

Have fun in the sun and have a safe summer.

TriMet Center Transportation

As reported by ALAN EISENBERG



As many of you know, I have been absent due to debilitating partial paralysis of my legs. There have been a few members who have spoken of starting a

TriMet employees' benevolent fund so that catastrophic economic conditions don't send one of us into bankruptcy. To those Brothers and Sisters who donate their time to help those who are down, I heap blessings upon you.

The benevolent society would not have a thing to do with either the Union or TriMet and would be administered by members elected by members. For the mere cost of, let's say, \$2.00 a pay period one could avoid having to beg. Since we have no other venue such as Aflac to protect us, the time has more than come to protect ourselves.

For those of you who do not know, we can get short-term disability. Yes, \$150 per week before taxes (\$138 after). Neither TriMet or the Union has moved into the 21st century to rectify this situation, so now it's up to us.

If you're interested, contact Phil "Captain Crazy" Rudolph or myself, and let's get this off the ground so that economic suffering becomes a thing of the past for our membership.

TriMet Merlo Maintenance

As reported by KEVIN KINOSHITA



This year will be the third annual "Union for Kids" motorcycle poker run and chili cookoff on Saturday June 11, 2005. The registration is from 10 to 11 a.m.

with a \$10 entry fee. The poker run benefits Doernbecher Children's Hospital. It starts and ends at the IBEW Local 48 Union Hall at 15937 NE Airport Way in Portland. Fliers are being posted, and if you need one, please call me at 503-522-4009.

I would like to congratulate Roger Lihs on his retirement as Merlo Garage assistant storekeeper. Roger has put in 29 years of service with TriMet, starting out in transportation, then transferring over to maintenance, and then making his final stop in store-room; you could call him a nomad over the years. I've learned a lot from Roger over the past two years since coming to day shift; the one thing that I will really miss from Roger is hearing about the "good ol' days" at TriMet. Roger was an exceptional storekeeper; he would always go out of his way to help you even if he was having a bad day. Roger, you will be greatly missed at Merlo. Happy retirement!

On March 7, 2005, ATU 757 went on strike in Eugene at Lane Transit District. Executive board officers from Portland and Washington went to Eugene to support our Brothers and Sisters. We left at 5:30 a.m. to make the trip to Eugene. When we got there, no LTD buses were on the road. All of their buses were left in the yard, and no one crossed the picket line.

We went to different locations in Eugene throughout the day to show our support and to walk the picket lines with our Brothers and Sisters. There were other Local Union members supporting our strike and walking in the picket lines: SEIU, OPEIU and AFT, to name a few. The president/business agent from the Florence fire department came to show their support for the ATU and to hold the line. Throughout the day, the community in Eugene showed strong support for the ATU members by wav-

March Meetings

Charter

Charter members meet 7:30 p.m. Monday, Apr. 18, in the Machinists Building, 3645 SE 32nd Ave., Portland. Charter day members meet 10 a.m. Tuesday, Apr. 19, at Schoppert Hall, 1801 NE Couch, Portland.

Salem Transit/WHEELS

Salem members meet 7:30 p.m. Tuesday, Apr. 19, at the Red Lion Hotel, 3301 Market St. NE, Salem.

Lane Transit

Eugene members meet 7:30 p.m. Wednesday, Apr. 20, and Eugene day members meet 10 a.m. Thursday, Apr. 21, at the Woodworkers Local Lodge, 1116 South A St., Springfield.

Corvallis Laidlaw City Transit/Schools

Corvallis members meet 7:30 p.m. Thursday, Apr. 21, at the Salbasgeon Suites, 1730 NW Ninth St., Corvallis.

Rogue Valley Transportation

Medford members meet 7:30 p.m. Thursday, Apr. 21, at the Hampton Inn, 1122 Morrow Rd., Medford.

Portland and Laidlaw School Bus Drivers

Portland school bus members meet 6 p.m. Thursday, Apr. 21, Whitaker Lakeside School Cafetorium, 5135 NE Columbia Blvd., Portland.

C-TRAN/C-VAN

Vancouver members meet 7 p.m. Sunday, Apr. 24, at the Laborers Hall, 2212 NE Andresen, Vancouver, Wash.

AMR Northwest

AMR Northwest members meet 6 a.m. to 9 a.m. Monday, Apr. 4, Milwaukie Market Place Starbucks, 10826 SE Oak St., Milwaukie, 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, Apr. 11, at Tanasbourne/Haggens, 18000 NW Evergreen Pkwy; Clark County members meet 6 to 9 a.m. Monday, Apr. 25, at Starbucks, 78th St and Hwy 99, Vancouver; and Multnomah/Clackamas members meet 7 p.m. Monday, Apr. 25, at Izzy's, 1307 NE 102nd, Gateway District. Note time change through October, night meeting is 7 p.m.

Tillamook County Transportation District

Tillamook members meet 1 p.m. Sunday, April 24, 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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ing, whistling and honking their horns. I received the Eugene city "bird" only three times for the whole day — not bad. There was a rally at 6 p.m. at the transit station in downtown Eugene led by our vice president Jon Hunt. There was local news coverage: reporters interviewing bystanders, picketers and Carol Allred, our Eugene Executive Board officer. It was a great rally to show management that the Amalgamated Transit Union will not back down to anyone. For more updates on the strike, check the Union board.

WHEELS

As reported by **JOHN HARVEY**

The new bids are out. If you have any questions, please do not be afraid to ask.

I hope everyone is enjoying this nice weather and that everyone will be at the next Union meeting.

Laidlaw Portland Public Schools

As reported by **KATHY MITCHELL**

The weather is getting warm—just a reminder that we do have a dress code that applies to all drivers.

Everyone should have received a

contract proposal form by now. Please turn those in as soon as possible. I will take time and read each one to see what your needs are for our upcoming contract. Just remember that the most important thing when negotiating a contract is your appendix.

On Feb. 24, we were in arbitration for the cover drivers. Hopefully, we will know the outcome of the case soon.

Laidlaw has a short-term memory regarding our mechanics. Your tentative agreement was voted on 3-4-04. In it the night shift differential was increased by \$0.40 per hour effective on 4-16-04. There is no reason for Laidlaw to delay or stall payment at this point. They are playing the same game

they did with the cover drivers. Mechanics, your grievance is going to a Step 3.

Drivers, please don't block the shop door where you get oil. When you do this, you are inconveniencing others.

Please don't park your bus at the shop and leave. If you are having any problems, write them up and park the bus in your stall. The mechanics will get to it.

Be careful of what you say and how you say it; people's feelings are very easily hurt.

Laidlaw Corvallis

As reported by **JOHN MUIR/BOB McGUIRE**

No report given.

Zullo: LTD strike

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Breaks and lunches: The District must schedule a minimum of one 20-minute, uninterrupted, paid meal period into any straight run that contains more than 7 hours and 30 minutes of paid time. Such a meal period will be scheduled between the second and sixth hours of the shift. There will be no other scheduled breaks or meal periods for operators. Recovery time will not be included in the mealtime calculation.

This contract was hard fought. The members spent a week on the picket lines and hung together strong. If it weren't for the membership holding tight, we never could have settled the contract. Thank you, Eugene, from the rest of the membership.

We also settled the Corvallis contract during the strike period, bringing their wage from \$9.64 to \$11.19. If you recall, a person who came through the door to go to work there yesterday

made \$9.64 an hour. Someone who had been there for six years was still making only \$9.64 an hour. We now have a progression rate.

At Portland Public Schools we're still in contract negotiations there. A mediator was involved in the last meeting and probably will continue until a settlement is reached.

At Laidlaw Lift in Beaverton we have some meetings scheduled in April. Hopefully, we will be able to settle your contract at that time.

TriMet: I keep saying we're about ready to sign the contract, but we haven't got there yet. Hopefully, it will be r-e-a-l soon.

Tillamook: Hold tight, we're just beginning.

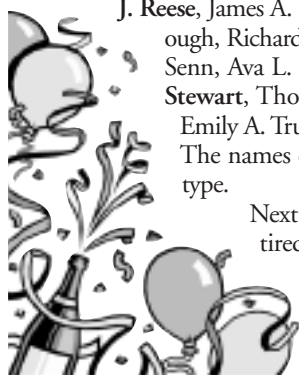
C-TRAN: Hopefully, the next time the initiative is put to the ballot it will pass. C-TRAN has done some changing in their boundaries. Hopefully, this will help pass the measure.

Retirees' Corner

The following retirees will celebrate birthdays in April: Gale D. Anderson, **Reo J. Bacon**, **Charles H. Beaver**, Myrtle L. Brown, Harold J. Bussineau, Donald M. Criss, Robert M. Cummings, David L. Evans, Glenn J. Fuller, Gladys R. Givens, John D. Green, Richard T. Gross, Jose A. Guerra Jr., **Delmar Guimont**, Dorothy G. Guymon, Mildred E. Haffey, **Frank C. Handron**, William T. Holm, Paul E. Johnson, Michael A. Jones, Carl D. Klingner, John R. Leslie, Floyd R. Linn Jr., Edward C. Linnum, Samuel J. Miller, John W. Miller, Alvin R. Mills III, Kerry L. Montgomery, **Sam A. Piro**, Vicki D. Pollock, **Carrol E. Porter**, Maryann W. Pratt, **Joe J. Reese**, James A. Roberts, David L. Rowe, Bobby L. Scarborough, Richard B. Schopmann, Julius F. Schulz, Joseph H. Senn, Ava L. Singleton, Clella N. Sprinkel, **Herman M. Stewart**, Thomas F. Sweeney, Clinton F. Townsend III, Emily A. Trudell and Michael M. Vernon.

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, May, 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.



ATU Local 757 Officers

AL ZULLO.....President-Business Representative
JON HUNTVice 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 MaintenanceDAVID KAY
TriMet Powell TransportationSAM SCHWARZ
TriMet Merlo Maintenance.....KEVIN KINOSHITA
TriMet Merlo TransportationGREG MCGREW
TriMet LRT MaintenanceMIKE CONNER
TriMet LRT Transportation.....MICHAEL T. OLIVER
TriMet Monthly Rated Employees.....SHIRLEY BLOCK
Lane Transit District (LTD).....CAROL ALLRED
Portland Public SchoolsSMOKEY STOVER
Laidlaw Education ServicesKATHY MITCHELL
C-TRAN.....ROY JENNINGS
Salem Area Mass Transit District.....GARY SPORE
AMR Northwest.....JAMIE WILLIAMS

Liaison Officers

TriMet Merlo Extra BoardTERRY McMURRY
TriMet Center Extra BoardDAVE MATTHEWS
TriMet Powell Extra Board.....BRUCE DUNCAN
TriMet Ruby Junction Extra Board.....OPEN POSITION
TriMet Elmonica Extra BoardJASON CHOI
TriMet Elmonica Maintenance.....SHAYNE JENKERSON
SAT Maintenance.....DON ELZNIC
LTD Chairman.....WALT BOYNTON
LTD SecretaryCARLA AGUILAR
LTD Maintenance.....LEE LASSE
LTD Extra BoardDEB BITTERLICH
Rogue Valley Transportation DistrictTHOMAS 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)JOHN MUIR
MV Transportation, Inc.....TODD WATSON
C-TRAN.....JOHN SANNES
AMR Northwest-Clackamas County.....STEVE POLZEL
AMR Northwest-Clark County.....JASON KRAVITZ
AMR Northwest-Cowlitz CountyDEREK KYNASTON
AMR Northwest-Multnomah County.....LANNIE HASZARD
AMR Northwest-Communications Division.....CHRIS LUCAS
AMR Northwest-Special Services DivisionSTEVE POLZEL
C-VAN.....LARRY "BUD" WOLTER
WHEELS.....JOHN HARVEY
Tillamook County Transportation District.....PAT OSTRANDER