



And so you asked...

Your Weingarten rights — and other things

By Al Zullo

President-Business Representative



What are Weingarten rights? Generally, they can be repeated as follows: I request to have a Union representative on my behalf during this meeting because I believe it may lead to disciplinary action being taken against me. If I am denied my right to have a Union representative present, I will refuse to answer any questions that I believe may lead to discipline.

A worker has the right to union representation during an investigation interview when s/he reasonably believes that it might lead to discipline or other adverse consequences. Please be aware of your Weingarten rights and use them to your benefit.

First Student Molalla: We tried to organize First Student drivers out in Molalla. The vote was close. We lost by three votes. It's apparent that First Student is good at what they do when it comes to keeping their people from organizing into a union. I spent two days there. The people were scared to death. First Student told them many lies about strikes, about their dues, about their rights as a member. In that two days, Jon and I and a number of executive board officers answered their questions, trying to convince them that the Union was the best way to go. We were unable to win, however, and lost by only three votes.

Portland Public Schools: Members at the school district ratified their contract on December 15, which avoided a possible threatened strike.

Small companies harmed: As I stated at Union meetings, for some reason the smaller companies are hurting all over. C-TRAN recently managed to get a measure passed to increase their tax. Your Union played a big part in helping them. At C-TRAN we probably saved close to 100 Union jobs, and it will be almost the same in Salem. Now, Salem will be going to the next Legislature to try to pass a measure to increase their tax, and we will also be helping them.

Rogue Valley Transportation District has asked to open the contract early because of their money woes.

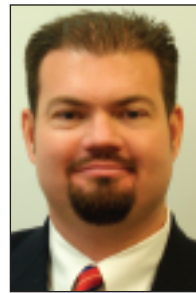
Wild weather: Well, it appears that we had our first emergency this year at TriMet, C-TRAN and the surrounding areas. Freezing rain, snow, ice — they were all there. Hopefully, the managers did it right this time and called everybody by seniority as they are supposed to do. Hopefully, everybody who wanted to work was able to work.

Lane Transit District: Well, it looks like your general manager has given up the reins, and the board of directors has handed the reins to the number two man. The Union will be ever vigilant to see how the number two man works out in the interim. Hopefully, by the time we reach the bargaining table at Lane Transit, there will be a general manager permanently in place.

At Portland Public Schools Agreement reached with Laidlaw

By Jon Hunt

Vice President / Assistant Business Representative



Laidlaw Education Services and ATU 757 have reached an agreement over terms of a new contract. The agreement spans five years and will run

from Sept. 1, 2005 through Aug. 31, 2010.

Under the new agreement, school bus operators will start at \$11.08 an hour, and after five years of service will be making \$15.01 an hour (not including the 70-cent attendance bonus). All home-to-school wage rates will be increased annually by 3 percent for the first three years, and by 3.5 percent in the fourth and fifth years. An employee who currently has completed five or more years of service will see their hourly rate increased from \$12.67 to \$15.01 an hour.

The agreement also provides for the new classifications of Dedicated Charter Driver and Dedicated Charter Extra Board Driver. These will be seniority bid positions and will provide a five-hour daily guarantee. The beginning hourly rate will be \$12.00 an hour and will increase by 3 percent each year thereafter. The attendance bonus will not apply to these new classifications. There will be two sign-ups for charter work: one in August to be effective in September or the start of school, and one in April to be effective on the day after the last day of school. The charter *per diem* allowance will also increase from \$75 to \$100.

The extracurricular Portland Public Schools rate for home-to-school drivers will increase to \$9.00 an hour and will be adjusted by 3 percent each year of the contract thereafter. This is for all work made available after exhausting the lists of Dedicated Charter and Dedicated Extra Board Drivers.

Fuelers will see their hourly rate increase from \$7.50 to \$8.00 an hour, and by the end of the fourth year of the contract to \$9.00 an hour beginning the first year of the contract.

Under the new contract the company has agreed to provide direct deposit for driver paychecks. Home-to-school drivers will be guaranteed three hours of work for the day for Portland Public Schools summer home-to-school work. The company also agreed that if the school district requests a driver to be removed from their assigned/bid route, without cause, the company will make every effort to move that driver to another route with similar hours if such move does not displace other drivers.

Trainers, who are selected by the company, will be assigned training work based on trainer seniority on a rotation basis. Trainers will act as cover drivers and will not be permitted to bid on regular routes with middays. Also under the new agreement, once a new cover driver has been appointed, that employee will be placed at the bottom of the seniority list of all cover driver assignments.

The company also agreed to the Fourth of July as a paid holiday.

ATU Local 757 Officer Reports

TriMet Powell

As reported by **SAM SCHWARZ**



Well, it has been a long holiday sign-up and it needs to be tweaked. The operators need sign-up information passed out with their paychecks, telling them when the holi-

day books are closed and when the red line is drawn. Between November and January, we sign for four holidays, vacations and spring schedules. Many

operators never saw the posting for MLK and therefore never put in to work.

The Union is pushing for a meeting with the District to discuss the three-day mini-runs and their future or their end.

Operators must make out the new form to show bad schedules or we cannot document them. Remember to time slip these forms.

Have a Happy Holiday and a great New Year.

Salem Area Transit

As reported by **GARY SPORE**

No report given.

TriMet Powell Maintenance

As reported by **DAVE KAY**



I hope everyone's holidays went well and safely.

The planned work on our tank farm has been postponed until spring. Also, it appears the venting system for the shop is finally about to get

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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 • 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 Local 757 Officer Reports

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under way. It has been a long haul, but it will be worth the effort in the end.

An issue concerning the interpretation of "immediate family" in our working and wage agreement was settled at the pre-grievance stage, reaffirming the specific language in our funeral leave benefit.

Work on the CDL policy revision and the work shoe policy continues, and it appears favorable agreements on both are imminent.

Lane Transit District

As reported by
CAROL ALLRED



We have gone through many struggles and many changes during the year 2005.

We suffered a 10-month-long labor dispute, which actually began in

2004 and culminated in a week-long strike.

The general manager of Lane Transit District tendered his resignation during December, and an interim general manager was appointed to serve while the board of directors seeks a new general manager. It appears this search will be nationwide and could take some time to accomplish. During the time it takes to decide on the successful candidate, we will work closely with the interim general manager with a watch-and-wait-and-see attitude.

The board of directors and Lane Transit District management have all indicated they want to move forward to get the District back on track, and want to open and keep open better lines of communication with employees and with your elected Union officers.

We went to the big dance last March. We had a lot of community support almost immediately. One of the reasons we had that support immediately is that we were viewed as hard-working, caring folks and not as complainers. We don't know if the board and the District managers really mean they want to move forward nor if they have realized that the message they sent to us and to the community in 2004 and 2005 was the wrong message.

Your officers are obligated to at least take the attitude of watch-and-wait-and-see that I mentioned above. It is time to stop taking everything to the press and to let your elected officers do their jobs. Please think about the perception the public may get of us if we keep appearing in the press as always saying something negative about our employer. Please think of what people who work three jobs and still make less than we do will think of us. There is most certainly a time and a place to in-

volve the press, but if we continually take our grievances to them, when the time comes that we really need the support of the press and the community, I am afraid it will not be there. We will be old news, so to speak. We will appear to be just another bunch of disgruntled whiners. You don't have to agree with me, but I ask that you give my words some thought before you sign any more petitions or become involved with talking to the press.

The elected officers were accused at the last Union meeting of not doing what the membership wanted them to do by not supporting petitions that were brought forward by a small and secret group. This is a group that has meetings that have not been open to the entire membership. A group that decides what they think is best for the Union membership and then expects your elected officers to get on board. A group that threatens and arm twists to get signatures on petitions.

My response is simple. When someone has an idea and wants change, they need to bring it before the entire membership in the venue we have for input and change ... the Union meetings. We can then follow procedure and let everyone know if an issue is something that should be voted on before it is acted on, and let you all know when the vote will be.

Let's hope that during the next year we will be successful in getting some positive changes made in our workplace and our working conditions. We don't have to be at the bargaining table to make things better. Let's hope that we are not invited to the big dance again in a year-and-a-half. But, in case we are invited, we need to learn the steps together and not as fragmented little groups all dancing to a different beat. The solidarity you all showed last March is what we need to show all year long each and every year.

TriMet Light Rail Transportation

As reported by
MICHAEL T. OLIVER



Another year, and I so hope that it is better than the last one. We started out with the largest accident in TriMet's history, and it still has not been resolved.

On Sunday, Jan. 2, 2005, a Hillsboro fire department truck collided with Train 74 at 5th and Washington in Hillsboro, and as a result our operator Bill Wagoner was terminated. Local 757 recognized the tragedy of this situation and voted unanimously for arbitration in this case. Bill's case comes up right after Center Street's Julie Strickland Thornton's, and I want to wish both of them a most successful

2006. Bring them back to work; we sorely miss their expertise.

The light rail PIP committee has been instrumental in getting an award for the Elmo train cleaning crew. Even with the extra trains and fewer people, they have done a bang-up job of putting clean and sparkling trains on the main line and, what's more, they always make sure that the mirrors are extended. This item has caused numerous injuries to light rail operators, including yours truly. On behalf of all operators, I extend our congrats for a job well done and a heartfelt "thank you."

Mike Carter returned to work, and did anybody say, "We missed you?" I doubt it; but everyone's favorite rail supervisor is back, and we are better for it. Mike, please stay away from ladders in 2006.

Sign-ups: This is the season for them and here are some tips. If you do not fill out a request form, you will not get a phone call — no exceptions. Do not write on, mark in any way or change the sign-up sheets. These sheets are for everybody's information, and they hang for three months. If you find any mistakes or needed corrections, call me or Don Allison; we are the only ones authorized to make changes — no one else. Sign the correct book. If it is a holiday, sign the holiday book. Leave and request books are their own specialties; you must sign the correct one. We cannot change what you sign even though we think you signed the wrong book. Be careful; it's your pocketbook.

Please keep an eye on the bulletin boards to see when the next event occurs. Vacation sign-up begins Jan. 10. If you want off, put your name in the request book. Make sure you are there when your name is called, and you should already have made arrangements to take a certain amount of weeks in days. Enjoy and do it well.

Send any e-mail to mtgbo2002@msn.com.

Portland Public Schools

As reported by
SMOKEY STOVER



The District is playing nasty hardball with the contract, and Annette and I have let the drivers know if there were any changes.

ATU has tried a year and a half to get all of us a good contract. Gregg was hired to say "No" and try to break the Union's back. So, we all need to stay as one.

Happy New Year!

TriMet Salaried Employees

As reported by
SHIRLEY BLOCK



I hope everyone had a safe and joyous holiday and are ready for a long year. Things are changing and changing fast in Field Operations. Get ready to go the distance. I'm seeing

people retiring or leaving and slow posting or perhaps no posting to replace these folks.

We will be seeing some new faces in new positions, and I know there are going to be some changes made — some good and some bad. What we need to do is stay strong and stick together. We are stronger than they are. We can and will outlast them. We are the backbone of the company, and they need us as badly as we need them.

We need to clear the air between management and Union employees and try to start this year off in a positive manner. So far, we are closing out most of our grievances in favor of the employee. So, we need to keep moving in this direction.

Hopefully, if another manager from the state of Washington is hired, s/he will be able to manage as a manager should. When the manager from the state of Washington first came here, he was pretty good because he didn't know anything. Now that he thinks he knows everything, oh my, you don't suppose he wants to be general manager!

TriMet Lift

As reported by
LES GREEN



This article pertains only to Lift service. Scheduling using our new computer program has many pitfalls that put the Lift driver in a position to fail from the time s/he starts

his shift until s/he returns to the yard. Since all manifests are not proofread, any mistakes become magnified as the operator tries their best to perform, but with the deck stacked against them at the start, the manifest is set to fail — it just depends on when.

Since our computer program does not take into consideration traffic, road construction and the time to board our special passengers, we are working in never-never-land. Breaks and pit stops are also never considered — only the number of rides to produce income. Our computer program

is regulated by the average number of miles per hour, and it appears that it has been increased instead of decreased. It must be because of our great roads and the condition they are in.

Again, road conditions are ignored, as are stop signs and rush-hour traffic. They appear to be non-existent factors as only the number of rides per hour for revenue service is important.

Many drivers will have three pickups scheduled in the same half hour, but they are three to five miles apart in heavy traffic. Of course, our bus can fly, so we will leap over traffic jams in a single bound to make sure we arrive on time. To justify our 90+ on-time performance, Nella added 15 minutes to our half-hour to salt the on-time numbers.

We, the drivers, are urged to try to save fuel, but many manifests have travel time of 50 to 60 minutes between pickups in order to pick up that agency ride that means big bucks to the system.

In closing, I have not seen any improvements in scheduling since the new computer system was installed, which puts the burden not only on the drivers but on dispatch to try to make the manifests workable. So far, the fail rate is in the 60 percent range. Without the 15 minutes added by Lift management, the on-time rate would be much lower than the 85 percent TriMet wants us all to achieve.

To the drivers of Lift, I say safety and your health are more important than an on-time goal, which in most cases is impossible to achieve. Without vast input and some fudge factor for the drivers, the situation will just get worse and drivers will be more upset as time goes on.

C-TRAN/C-VAN

As reported by
ROY JENNINGS



I hope everyone had a wonderful Christmas and New Year. In a meeting with our Union leadership, C-TRAN and your Union agreed to settle a grievance before

it went to arbitration. C-TRAN agreed to pay all of our members who are listed on the core group grievance. I want to thank C-TRAN for working with your Union to settle this grievance.

Over the course of the last couple of months we have been working on the upcoming fixed route and paratransit contract proposal. A lot of great ideas have already been coming in. I can see that the upcoming negotiations will be a long, drawn-out process. Due to this, I have been brief-

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ATU Officer Reports

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ing our membership on the proposal at our regularly scheduled Union meetings. Stay informed. Come to your meetings and find out what's going on. Remember that only when we stand together are we strong.

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 our International to help save our jobs. This money was given to us out of the ATU-COPE fund. Some members are already having money deducted from their paychecks for this fund. You may give as much as you want or as little as a dollar. To donate to the fund or to get information, please contact the Union office at 1-800-797-4373 or me at 360-896-6795.

As I notified the members at the Dec. 18 Union meeting, C-TRAN is finally adding routes (the connectors) and starting to increase the service hours for fixed route. To that end, on the next service change that starts on Jan. 29, we will have the following runs: On weekdays there will be 61 "A" runs, 11 "B" runs and 28 "C" runs. In addition to full-time runs, we will have 13 part-time runs and two unassigned runs. On Saturdays, there will be 30 "A" runs, 3 "B" runs and 14 "C" runs, for a total of 47 full-time runs. On Sundays, there will be 16 "A" runs, 13 "B" runs and five "C" runs, for a total of 34. The total number of weekday runs is 100.

There will be 16 full-time relief operators with 13 full-time extra board operators. So, the total number of full-time fixed route operator positions is now set at 129. Since we currently have 126 full-time operators, three part-time operators will be advanced to full time just due to the bid. Additionally, if a full-time operator leaves, a part-time operator will be advanced to full time. Also, the number of 129 full-time operators will go up, when in the future C-TRAN adds more service hours.

AMR Northwest As reported by JAMIE WILLIAMS



choose to recognize it. It is very different from any other time of the year. It seems that, in general, we take notice of people in need. We all just need to take a moment to embrace the diversity of all people—those we work

with, work for or work against, in many cases. Life could be much better if we all put down our differences and look for only the best in others. Be safe out there, and enjoy — or just try to enjoy — diversity.

Contract surveys still being accepted: It is not too late to submit what you would like to see in the next labor agreement. Please take time to fill out this simple survey and get it back to the Union today. Your options are regular survey submission, or the very successful ATUEMS.com, <http://www.atuems.com/contract-sugg.html>.

Have you delayed the paid time off (PTO) audit grievance? It has been reported that a very small amount of the workforce has completed the task. The only delay that has been found is that once the correction has been identified, it has taken AMR awhile to get that correction done. The corrections are noted and agreed on, but entering the data into the computer that drives the PTO accrual rates is what is left to be done.

Check your PTO accrual form: Check the ATUEMS.com website and click to file www.atuems.com/issues.html. Turn to your copy of the collective bargaining agreement or click on file www.atu757.org/contracts/amr06.pdf Article XI, Section 3. Before you start, you need to know how many PTO hours you accumulate every two weeks. Begin with your current PTO balance. After you do that, you can simply put in your accrual rate. Then, there is a payroll period of two weeks that is provided for you through 2006. The file is set up to add and subtract hours as you use them and as you accrue them. You can keep your own record that is accurate, which also helps you plan if you need time off in the future. Call me and/or your liaison if you have questions and/or issues with this.

TriMet Light Rail Maintenance As reported by MICHAEL CONNER



is that time of year.

First off, there is no requirement to work overtime at TriMet maintenance. Al Zullo and Fred Hansen as of this printing have not even met to define what an emergency is, and I know there is a rumor that in an emergency you can be required to work overtime. No way. If you have other priorities, do what you need to be done. There

has never been mandatory overtime at TriMet, and the Union will fight to keep it that way. Of course, if asked to work some overtime, we encourage our members to do so if you can, as it really helps out to have extra bodies during an event. Even though we generally don't get a lot of thanks for a job well done, it will give you a warm feeling on payday and personal satisfaction of a job well done!

Secondly, work out of classification: A rumor is going around that Mark Larson and Mark Grove have a gentleman's agreement that light rail vehicle (LRV) mechanics will be out in the yard cleaning switches. If asked to do out-of-classification work, please note the time and the date and give me a call (cell number 503-310-9368). I would like to know. This is maintenance-of-way (MOW) work and should not be done by the LRV mechanics, just as an MOW employee, if asked, should not be repairing LRV cars. If they are asked to do something other than an LRV mechanic normally works on, I would hope that the MOW employee will let me know. As a Union, we try to protect your jobs, and work out of classification is a big enemy. If instructed by the supervisor, you should do so, but please make a note of the pertinent info and let me know. Remember, do now, grieve later. Just because it snows does not mean that the Union contract goes away. Management still has the same obligation to live up to our agreement.

If you do work in the inclement weather, work safely and don't take chances. We still have people who got injured during the 2004 storm who suffer from lasting effects from injuries they got from the weather. Watch for slippery conditions and beware of too much exposure to the elements.

And, on a personal note, if management won't say it, I will. As Union members you should all take pride in the professional job that you do to keep the system running. Even though management expects us to do more with less, the system is still maintained excellently, looks good and as the person who has to deal with the problems that can arise from people interacting with people, even though I do stay busy, I am glad to report that the problems created by us in the bargaining unit are minimal. A very important aspect of belonging to a Union is solidarity! Take pride in a job well done in 2005 by all of the bargaining unit rail maintenance employees! Work safely in 2006!

Rogue Valley Transportation District As reported by CARRIE CLIFFORD-RISLEY

No report given.

TriMet Center Maintenance As reported by CHAD MATHER



No report given.

TriMet Center Transportation As reported by ALAN EISENBERG



I would like to clarify some comments I made recently regarding "TriMess." This forum is to rant! TriMess's hirelings contend that TriMet should progressively narrow workplace freedom because "it's the right thing to do." As it stands, TriMess's pestilential (full of plague) mode of thought is in full flower, and their poisonous petals of negativism are falling around us.

Punishment, and not correction and education, is their modus operandi. Shall we educate about ADA or send out the inquisitors? Hopefully, the near future will tell if those on high at Center Street are not only listening but will respond and act in a positive manner!

I sat in for Sam Schwarz at the holiday sign-up. It was a pleasure to see people I haven't seen in a long time. On the other hand, will the head of scheduling ever be drug tested for the times allocated to sign-up? Why did it run late? Well, allowing one minute to sign up or was it the god of computer programs that caused drivers to lose money and time? Like the schedules, sign-up time just plain ain't realistic!

On to other matters: We need to work toward a shared vision of our workplace. There are many false rumors flying about. Before you sign something, check it out or be duped by the Bill Sizemores of our workplace. For those of you who spread misinformation and cause chaos and mistrust among our ranks, I say, step up to the plate or get off the field because you're in my way! For you politicians out there, if all you do is sling mud, then go to the beach and play in the sand. Oh, and thanks for making management jump for joy when they perceive us in disarray ... nuf said.

I extend my wishes to all for a healthy, happy New Year and a joyous year and life. Peace unto all. Stay healthy, stay alert, stay sharp and stay alive!

TriMet Merlo Maintenance As reported by KEVIN KINOSHITA



I hope everyone had a happy and a safe Holiday Season. 2005 sure did fly by this year. It seems as though the older you get the faster the

year goes by.

Many events happened this year at ATU — many, many highs and a couple of lows. This past year we settled countless contracts, organized Tillamook County Transportation District, passed out water bottles to operators to recognize Dianne Boothe and her fight for the "Take-A-Break Campaign" for operators, helped out with the C-TRAN initiative campaign to keep from losing drivers, made a motorcycle toy run for Doernbecher Children's Hospital, walked the picket line in Eugene with our brothers and sisters in fighting for their contract, and held our annual Union picnic, just to name a few.

A bunch of members happily retired. Unfortunately, this year we had a number of members pass away. Also, Hurricanes Katrina and Rita did severe damage to our ATU brothers' and sisters' families' homes and places of employment. Hopefully, 2006 will see a turnaround.

Here at Merlo garage we are still dealing with the roofing project; hopefully, it will be done soon, so no more pebbles and debris will fall from the roof.

As most of you have seen, Merlo's total number of revenue buses is getting smaller and smaller. Merlo garage used to have over 200 revenue buses at one time. It seems we have just as many contingency buses here. There's a lot of buzzing going around on how many buses we will be losing for the spring sign-up. As of now, it's just gossip. Stay tuned. There were a few heated "discussions" during this past year with management here at Merlo. It did take a lot of time and effort on both sides to come to where we are right now.

I believe we have moved a positive step forward in the storeroom department during the recent storeroom sign-up. When the position of storeroom partsrunner was first introduced, there was great uncertainty. This position is something new. Our first thought was, "What is this job going to entail" and "Are we going to lose more positions in this department?" After talking with the storeroom members about their concerns with this new position, we cancelled the

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January Meetings

NOTE: The January meeting dates announced in the Dec. 16 Labor Press were incorrect.

Charter

Charter members meet 7:30 p.m. Monday, Jan. 9, in the Machinists Building, 645 SE 32nd Ave., Portland. Charter day members meet 10 a.m. Tuesday, Jan. 10, at Schoppert Hall, 1801 NE Couch, Portland.

Salem Transit/WHEELS

Salem members meet 7:30 p.m. Tuesday, Jan. 10, at the Red Lion Hotel, 3301 Market St. NE, Salem.

Lane Transit

Eugene members meet 7:30 p.m. Wednesday, Jan. 11, and Eugene day members meet 10 a.m. Thursday, Jan. 12, at the Woodworkers Local Lodge, 1116 South A St., Springfield.

Corvallis Laidlaw City Transit/Schools

Corvallis members meet 7:30 p.m. Thursday, Jan. 12, at the McKenzie Conference Center, Salbasgeon Suites, 1730 NW Ninth St., Corvallis.

Rogue Valley Transportation

Medford members meet 7:30 p.m. Thursday, Jan. 12, at the Hampton Inn, 1122 Morrow Rd., Medford.

Portland and Laidlaw School Bus Drivers

Portland school bus members meet 6 p.m. Thursday, Jan. 12, at Rigler School, 5401 NE Prescott, Portland

C-TRAN/C-VAN

Vancouver members meet 7 p.m. Sunday, Jan. 15, at the Laborers Hall, 2212 NE Andresen, Vancouver, Wash.

AMR Northwest

Meetings will resume normal first Monday in February. Washington County members meet 7 a.m. to 9 a.m., Jan. 13, at Tanasbourne/Haggens, 18800 NW Evergreen Pkwy, Beaverton; Clark County members meet 6 to 9 a.m. Monday, Jan. 23 at Starbucks, 78th St and Hwy 99, Hazel Dell; and Multnomah/Clackamas members will meet 6 a.m. to 8 a.m. Monday, Jan. 23, at Izzy's Pizza, 1307 NE 102nd, Gateway Area, Portland.

Tillamook County Transportation District

Tillamook members meet 1 p.m. Sunday, Jan. 15, 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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sign-up. One might ask why; it was because we didn't agree with the job description and how this job was going to be implemented. Greg Haley has been supportive on the management side in the storeroom department. He sat, listened and gave his observation. Greg and I had a lengthy and constructive discussion about the storeroom situation. Even though Greg will not always be in agreement on all of our discussions, he did take time out and we did get things resolved. I would say to the storeroom brothers and sisters, give it a chance and let me know how things are going. We are not going to fix everything right away, but we can slowly whittle away some of the problems.

I am currently working on the correct pay for the storeroom senior partsperson and junior partsperson with Lonnie Jones in payroll to get everything straightened out. We also have the facilities maintenance overtime issues, facilities maintenance apprenticeship problems with their program, safety issues, in addition to our current grievances, arbitrations and unfair labor practices. Everything takes time; don't be afraid to contact Jeff Hunt, Jan Wheeler or myself if you have any questions, concerns, problems or grievance issues. You can call me at 503-522-4009 at any time; leave me a message; if I don't answer, e-mail me or leave me a note. There is also a slot in the supervisor's office for the Union officers' mail.

A big hurrah and congratulations go to Dwight Lind for his 33 years of service and his retirement. Dwight has been in the unit rebuild area for a long time; before leaving he was very helpful in assisting with the transition for the air/electric mechanics at Center Street. Have fun, "Quiet Bear." A big kudos goes to Mike Pucik for volunteering his time in the relief effort for hurricane victims in the Gulf area. Mike left on the Saturday after Thanksgiving headed for the Gulf Coast, not knowing exactly how it was going to be down there. He left knowing that he wasn't getting paid by the Union or by TriMet. That's how big this guy's heart is toward helping our Union brothers and sisters.

Lastly, since the body shop has added a nonrevenue position, Bob Heistand has done a tremendous job in getting this type of work done. We have also filed grievances in other departments to keep our work in-house and have argued a lot to keep from farming out more work because it's our work, and we are more than qualified. It's cheaper in the long run to do this type of work and repairs in-house.

Here is another example of why we fight to keep the work in-house. TriMet wanted to total a vehicle and take a loss on it, but when Bob saw the vehicle he said, "I can fix that." I am positive that Bob has saved TriMet a

lot of dollars by bringing that vehicle back to life. Since this work has been brought in-house, I'm sure that we are getting a better quality of body/paint job that will last for a number of years and save TriMet money in the long run.

Laidlaw Portland Public Schools

As reported by
KATHY MITCHELL



Well, we have a new contract. The majority of you are satisfied with the outcome. Effective upon ratification you will receive a 3 percent increase

every year for the first three years. The last couple of years of the contract you will receive a 3.5 percent increase. The term of the contract is five years. Your medical will stay the same as well as your vision and dental. This is a very good contract. I want you to take the time and look around you and see how many companies are cutting benefits and trying to make the employee pay for their medical. Everyone knows health insurance is on the rise and very costly. If you are unhappy, I am sorry. Your dependents are your responsibility, not the Union or the company. Wake up, educate yourself and move on with your life. Happy New Year.

Laidlaw Corvallis

As reported by
CHRIS GROOMS/BOB MCGUIRE

No report given.

WHEELS

As reported by
JOHN HARVEY

No report given.

TriMet Merlo Transportation

As reported by
GREG MCGREW



I realize that it's a little late, but Happy New Year, everyone! Let's hope, at least, that there will be something to be happy about! Worthy of some of your

concern should be Fred Hansen's letter of Nov. 21. Back then, he thanked all of the TriMet employees who had submitted ideas for saving the agency money. Some 574 individual suggestions had been tabulated and distilled down to some 300 after duplications and similarities had been removed.

While saving money is always a good idea, you might be well served to get a firm grip on your Union contract. Given the propensity of TriMet management to try to alter or change our contract rights without negotiation, you can be sure that some of those "budget-saving" ideas will come at our expense. Let's all remain vigilant and united in our common support of the contract.

Speaking of vigilant and united, it's time for the election of Union officers this May. This is typically a time of less unity with some discord just to make things interesting. Rumors have been flying and will continue to be the subject of interest at all gatherings in the bullpens and transit centers around the city. Some rumors have a basis in fact and others tend to be malicious gossip. If you are concerned about something you have heard, take the time to do some research. Some of our fellow operators will say something just to see who will be gullible enough to pass misinformation on. The executive board officers are a good source to check with about issues that have you concerned.

Many potential candidates for Union officer positions will be seeking your support and vote. I believe that this is the best thing for strong, viable, democratic organizations. Discussion about issues will strengthen our Union by improving member involvement. As you listen to someone state their case for your vote, keep some things in mind. First, walking into management's office and telling them off at the top of your voice is only the tip of the iceberg of the job. Interaction with management is not always confrontational. Most often, it is a negotiation. Both sides have interests that have to be met. This negotiation process takes time and skill to produce the win-win scenario that is the ultimate victory. Look for candidates who possess the ability to both confront and negotiate. At the end of the day, the only thing

that matters is if a Union member avoided punishment and kept their job and/or benefits intact.

I will be seeking re-election to the position of Merlo executive board officer. I look forward to meeting with all of you to enlist your support and your vote in the months ahead.

MV Transportation

As reported by
TODD WATSON



I hope everyone had a Merry Christmas and that 2006 will be better in every way possible.

I have completed the vacation bidding for '06. Everything went fairly smoothly except for a few details that were left out, but one learns from their mistakes, and hopefully for 2007 these omissions will be corrected. The company is being stubborn about the number of operators to have off in a certain week or month. I'm trying to meet them halfway on this issue and hope to secure a compromise, especially during our slow months of the year (December-February and June-August). I hope by going to this vacation bidding process that everyone who has vacation time earned will be able to take it. As it stands now, a lot of operators were unable to utilize all of their time off and had to settle for 50 percent value cashout. This is unacceptable, and I hope it will not happen again.

As for the next route re-bid, I'm trying to secure some input from operators regarding the quality of the routes and hope to have one of us participating in the drawing up of all the routes when bidding time begins. The new routes should start bidding on or about the middle of February 2006.

Retirees' Corner

The following retirees will celebrate birthdays in January: Edwin A. Abraham, Harold L. Alt, Diana R. Anderson, Nadine R. Banks, Frank R. Bernal, David L. Blowers, Kathy E. Danforth, Barbara D. Davis, Margie DeWeese, Robert E. Deisner, Donald L. Depeel, John P. Drozda, **Minter G. Duncan**, Betty J. Edwards, Mark N. Eide, Jesse P. Exton, **Paul H. Floyd**, Larry D. Fraley, Lonny C. Fults, Tony Gomez Sr., **Edward J. Gossett**, Rosella Halford, Frank A. Hamel, Sharon L. Hawkins, Richard Hudson, George C. Hysmith, Dorothy L. Jones, Walter M. Klemperer, John D. Kuehn, Albert B. Kunigisky, Chester C. Lanz, Arthur F. McKee, Merle G. Meyer, Dale F. Monroe, Paul D. Moore, John W. Moore Jr., Danna C. Osburn, Linda M. Reynolds, Walter "Kelly" Robertson, Bruce H. Ruby, Charles L. Scholl, Alfred E. Schultz, Ronald A. Scissom, Allan L. Shive, Thomas E. Spears, David E. Stauffer and Jack D. Young.

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, February 1, 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.

