



## And so you asked

By Jon Hunt • ATU Local 757 President

**P**icket lines: Do we cross them? Well, our first response should be: "Hell, no." But there are times where you might have to. We have members who work for Portland Public Schools who may be faced with a picket line. Members of our union are under contract, and we have a no-strike clause. We cannot strike nor sympathy strike, while on duty. If you find yourself in one of those groups, talk with those who are on the line. Let them know you support them. Then when you go off shift, go walk the line with your brothers and sisters. We encourage all of our members to honor all picket lines. If you find yourself unable to get into a driveway to drop off kids, through the picket line, call the supervisor and request assistance.

I want to share an experience I had attending a conference in Anaheim, California, last month. I received a notice from the International Foundation of Employee Benefit Plans that they canceled my reservation at the Hilton hotel due to construction issues that had not been resolved. I frequent the Hilton hotels because they're union-operated. I called the hotel directly to ask what was going on and I was informed that they were unable to guarantee all the rooms that they had booked originally and that the foundation had chosen to back out of the contract because of the construction. I asked if there was a labor dispute and was told no. They also explained that my room was on a different level and I would not be near any of the renovation. Well, you know where this story is going.

I checked in with no problems and went to my classes. A day before I was ready to check out, I was on a break from one of our classes, and saw a picket line in front of the hotel I was staying in. Luckily I had finished enough classes that I was able to check out of the hotel immediately and change my plane reservations and move on to a negotiation session in Bend, Oregon. The moral of the story is, don't trust the hotel.

Two Web sites that you may check out to see if there's a labor dispute going on before you check into a hotel are

hotelworkerrising.org and inmex.org. They will insure you will never meet in a hotel that's in the middle of a labor dispute. I've sent letters to the management and staff of the Anaheim Hilton and explained my displeasure with their tactics. I've yet to hear a response.

There are labor disputes that are taking place locally in the Portland Hilton. The property is under boycott by UNITE HERE until Portland hotel workers achieve justice.

Join me in pledging not to eat, sleep or meet at any Portland Hilton property under boycott by UNITE HERE until Portland hotel workers achieve justice. Your Executive Board officer or liaison should have a copy of this for you to sign and fax in. We need to stand by all union members as they struggle for justice, dignity, and respect.

I will be sitting down with Fred Hansen, TriMet general manager, to negotiate the future of the security department at TriMet. Your Executive Board officers will have copies of suggestion forms. I encourage you to fill them out, so we can find out from you what you think will make the transit system safer.

Well, the question continues to arise, "What is going on with Mr. Wallace?" The grand jury was scheduled to hear charges against Mr. Wallace on Dec. 20. Our expectation is that this will lead to an indictment. Mr. Wallace's first arraignment will be on Jan. 10, at which time we believe he will enter a plea of not guilty, as is typical. There will be a trial date set for the first part of March. We anticipate Mr. Wallace will enter into a plea agreement before sentencing, at which time we will request that TriMet remove him from work. Even though he has admitted to embezzlement, in the Court's eyes he is presumed innocent until he has entered a plea. The Union has no bearing or influence on this plea agreement. It is between Mr. Wallace's attorney and the U.S. attorney assigned to his case.

To date we have received \$285,000 from the bond company and \$79,000 from the sale of Mr. Wallace's home. We do have a civil case against Mr. Wallace for the remainder. I will

## Officer Reports



**TriMet Merlo Maintenance**  
As reported by  
JEFF HUNT

**I** had one new pre-filing conference regarding floor mechanics doing non-revenue work without first offering the work to the non-revenue mechanics. One pre-filing moved to a grievance, which is about working out of classification. TriMet management thinks it is okay for them to do bargaining unit work, such as delivering parts.

By the time you are reading this we will know which twelve mechanics will be going to commuter rail. I will be the officer for you at commuter rail, so please call me if you have any questions or problems. Let's not let unanswered questions become big problems.

On Step 3's this month we received a lot of good decisions but I will be asking for arbitration for two of them. One is for Facilities Maintenance assistant supervisor pay upgrade for when the supervisor is off. The other is for Elaine Robbins. The spousal benefits that Elaine should have received when Tom passed away have been taken away from her. Please attend the meetings and vote to send Elaine's grievance to arbitration. An injury to one is an injury to all.



**Lane Transit District**  
As reported by  
WALT BOYNTON

**W**ell, we GOT 'ER DONE! I want to thank our president, Jon Hunt, International Vice President Ron Heintzman, our local bargaining team members Deb Bitterlich, Lee Lasse, Carol Allred, Tom Shackelford and Marcus Hecker for their work negotiating and settling the contract. Many hours were put in on their own time and in overtime to accomplish this. Believe me, until you've been there you have no idea how

complicated the negotiation process can be. And to our members who showed their support and came out to vote, another big thank you. It's done. It isn't everything we asked for or wanted, but I think we can live with it and build on it in the next contract.

Here we are in 2008, unbelievable. Let's make this a year of unity. Hope you all made your New Year's resolutions, now it's time to carry through with them. Attend your union meetings, all of you, even those on probationary status, come get officially sworn in to your union. Let's make 2008 a year of accomplishment as well!

In Solidarity!



**TriMet Powell Maintenance**  
As reported by  
DAVID KAY

**O**ur holiday are behind us now and I hope everyone's time was great!

Negotiations are continuing on a work-out-of-classification issue with our stores members. Also an issue with the utility person for stores was settled with the District agreeing to fix the issue.

After substantial work over the last few months a contracting out grievance was settled at the pre-grievance level. This was a great example of how our grievance procedure is supposed to work. Fast forward to the present day, this officer and the Association have been notified that the District changed its mind and is no longer going to honor the settlement negotiated by TriMet management and our local. It seems to me this arbitrary move is a graphic example of either incompetence or another well-orchestrated example of the District not bargaining in good faith. It's strange how the District expects the Association to abide by the settled agreements of the officers but feels it is not bound by the same principle.

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## 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 (Josephine County) • Laidlaw Transit, Inc. (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



## What IS this?

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

# November Meetings

## Charter

Charter members meet 7:30 p.m. Monday, January 14, in the Machinists Building, 3645 SE 32nd Ave., Portland. Charter day members meet 10 a.m. Tuesday, January 15, at Schoppert Hall, 1801 NE Couch, Portland.

## Salem Transit/WHEELS

Salem members meet 7:30 p.m. Tuesday, January 15, at the West Salem Branch Public Library 395 Glen Creek Road, Salem.

## Lane Transit

Eugene members meet 7:30 p.m. Wednesday, January 16, and Eugene day members meet 10 a.m. Thursday, January 17, at the Woodworkers Local Lodge, 1124 South A St., Springfield.

## Corvallis Laidlaw City Transit/Schools

Corvallis members meet 7:45 p.m. Thursday January 17, at Woodstock Pizza, 1045 NW Kings Blvd, Corvallis

## Rogue Valley Transportation

Medford members meet 7:30 p.m. Thursday, January 17, at the Hampton Inn, 1122 Morrow Rd., Medford.

## Portland and Laidlaw School Bus Drivers

Portland School Bus members meet 6 p.m. Thursday January 17, at Rigler School, 5401 NE Prescott, Portland

## C-TRAN/C-VAN

Vancouver members meet 7 p.m. Sunday, January 20, at the Laborers Hall, 2232 NE Andresen, Vancouver, WA.

## Tillamook County Transportation District

Tillamook members meet 1:00 p.m. Sunday, January 20, at the Odd Fellows Hall, next door to the Bay City Fire Hall in Bay City.

## AMR Northwest Josephine County, LAMAR Advertising and Valley Transit

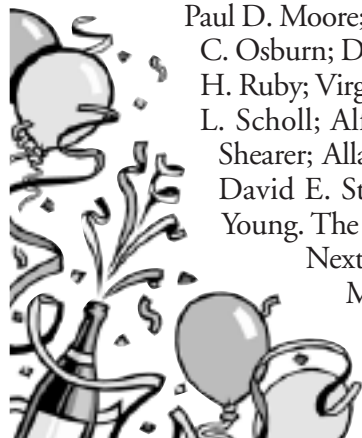
See your liaison officers.

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

# Retirees' Corner

The following retirees will celebrate birthdays in January: Harold D. Alt; Diana R. Anderson; Garry E. Babikoff; Frank R. Bernal; David L. Blowers; Darryl W. Cruze; Kathy E. Danforth; Barbara D. Davis; Robert E. Deisner; Donald L. DePeel; John P. Drozda; Betty J. Edwards; Mark N. Eide; Jesse P. Exton; **Paul H. Floyd**; Larry D. Fraley; Lonny C. Fults; Tony Gomez Sr.; Rosella Halford; Frank A. Hamel; Sharon L. Hawkins; Paul W. Headley; Harley E. Heen; Richard Hudson; George C. Hysmith; Thomas M. Inukai; Dorothy L. Jones; Walter M. Klemperer; Chester C. Lanz; Randy L. Lawson; David W. Magnuson; Arthur F. McKee; Merle G. Meyer; Dale F. Monroe; Paul D. Moore; John W. Moore Jr.; Douglas B. Muhler; Danna C. Osburn; Douglas K. Richards; Walter K. Robertson; Bruce H. Ruby; Virginia C. Schafer; Hardie M. Schoebel Jr.; Charles L. Scholl; Alfred E. Schultz; Ronald A. Scissom; Dean P. Shearer; Allan L. Shive; Barbara Sippy; Thomas E. Spears; David E. Stauffer; Jana Walker; Alice L. Webb; Jack D. Young. The names of the 50-year members are in bold type.

Next month's regularly scheduled ATU 757 Retired Member Chapter meeting is Wednesday, Feb. 6, 2007, 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

President-Business Representative.....JONATHAN HUNT  
 Vice President-Assistant Business Representative .....SAM SCHWARZ  
 Financial Secretary-Treasurer/Recording Secretary.....EVETTE FARRA

## Executive Board Officers

TriMet Center Maintenance.....CHAD MATHER  
 TriMet Center Transportation.....OPEN POSITION  
 TriMet Powell Maintenance .....DAVID KAY  
 TriMet Powell Transportation .....ROSE JORDAN  
 TriMet Merlo Maintenance.....JEFF HUNT  
 TriMet Merlo Transportation .....BRUCE HANSEN  
 TriMet LRT Maintenance .....MIKE CONNER  
 TriMet LRT Transportation.....MICHAEL T. OLIVER  
 TriMet Monthly Rated Employees.....JIM FOWLER  
 Lane Transit District (LTD).....WALT BOYNTON  
 Portland Public Schools .....RANDY SHAW  
 Laidlaw Education Services .....ANNA TOMPTE  
 C-TRAN.....ROY JENNINGS  
 Salem Area Mass Transit District.....KEN RICHINS

## Liaison Officers

TriMet Merlo Extra Board .....STEVE ECKLES  
 TriMet Center Extra Board .....OPEN POSITION  
 TriMet Powell Extra Board.....KHRIS ALEXANDER  
 TriMet Ruby Junction .....DOUG "SPUD" HENDERSON  
 TriMet Ruby Junction Maintenance .....JOE RUFFIN III  
 TriMet Elmonica .....JASON CHOI  
 TriMet Elmonica Maintenance..... VACANT  
 SAT Maintenance.....DON ELZNIC  
 LTD Chairman.....DEB BITTERLICH  
 LTD Secretary .....TOM SHACKELFORD  
 LTD Maintenance.....LEE LASSE  
 LTD Extra Board .....CARL FADDIS  
 Rogue Valley Transportation District .....THOMAS HENNEY  
 Valley Transit.....NICK NOTARAS  
 AMR Southern Oregon-Josephine County ..... OPEN POSITION  
 Laidlaw Educ. Services (Portland School Bus) .....OPEN POSITION  
 Laidlaw Transit Services, Inc. (TriMet Lift) .....LES GREEN  
 Laidlaw (Corvallis City Transit) .....BOB MCGUIRE  
 Laidlaw Education Services (Corvallis Schools).....CHRIS GROOMS  
 MV Transportation, Inc.....DENNIS TONG  
 C-TRAN.....SCOTT MILLER  
 C-VAN.....JIM COLLELL  
 WHEELS .....JOHN HARVEY  
 Tillamook Cnty. Trans. Dist. ....PATRICIA OSTRANDER-NICE

# Hunt

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continue to keep you informed via the ATU Bulletin in the Northwest Labor Press as more information becomes available.

I'd like to congratulate Travis Hamlyn for

winning his election to be liaison officer for AMR Josephine County. As you know, we are heading for a strike in JoCo, and we welcome Travis.

Please watch your email or postings for upcoming rally dates.

# ATU Officer Reports

(From Page 1)



**TriMet Powell**  
As reported by  
ROSE JORDAN-FAIRLEY

To my brothers and sisters of the ATU, another year over, but things are up and running again.

We had such an exciting year in 2007 and I think we can look forward to even higher heights in 2008. I know that things at the Powell garage took a tremendous turn with Hayden Talbot, manager, and Debi LaFollette leaving to manage Center Street, and Cornelius Booker coming to manage the Powell garage. I know there was some speculation about his arrival, but feel free to go talk to him to judge for yourself.

I want to bring something to your attention regarding sign-up. Some of you are not filling out sign up request slips correctly. This leaves it up to union representatives to guess what you are requesting. Please try to get all the information correct so there is no missed information later.

Regarding the issue of drinking and driving, I hope you were safe this holiday season and please continue to play it safe. It's your life!



**Portland Public Schools**  
As reported by  
RANDY SHAW

I hope everyone had a safe and happy Christmas and New Year's 2008. Where did 2007 go?

I want to thank all my shop stewards, the actives group and everyone else who stepped forward to help when asked. We had a good rally at the BESC and a good turn out from our drivers. Other members from ATU, who heard our call, showed up, and joined us to show their support for our cause. All three of our elected officers were there marching with us. One driver told me seeing our officers out there marching with us made him feel part of the Union for the first time. He could feel the solidarity I have been talking about.

A special thanks to Helen Goche and Pan Sammons. Pan did an excellent job on flyers, memos and PR, and Karen Currah, Kim and Tanya Jackman worked on signs. I did not think there was enough so Karen and I spent a day at the Union office and made more. We cannot forget Mama Leora, she was all over the place helping where she could. These are just a few who stood out. Thank you everyone. Don't be afraid to step forward and help, all you need to do is ask and they will find something for you to do. Remember, they are either married or have been married (and Tanya is in training) so they are good at giving orders.

The Contract: Nothing yet. Watch the board, come to your Union meetings for up dates, there may be a change in our medical plan until our contract is settled, watch for up dates.

Our Brothers and Sisters at SEIU and MESD are fighting for some of the same rights as we are, if you are able to help on your off time let us know.

One of our drivers, John Loethen, passed on. He left us November 28, 2007 after a long illness. We used donated hours I collected from the ATU

drivers' sick bank to pay for his medical expenses, and a final week's pay. The drivers and staff took up a collection; I delivered this along with a family bible that came in its own custom made case from the Union, and presented it to his wife Ruth with hope it would bring her some peace and comfort.

Even though the holidays are over, remember that a fellow Union member in need is a lifetime commitment. Our members showed this when I asked them to donate hours to our sick bank to help John's family. We are a long way from our goal of 500 hours in our sick bank. If you can donate some hours come see us, because we never know. It may be one of us asking for help next time.

**MV Transportation**  
As reported by  
DENNISTONG

I will use this report to summarize some highlights of 2007, bring you up to date on some unfinished business, and to share my wishes for the new year. MV operators on several occasions demonstrated their caring and generosity for their Union brothers and sisters who experienced loss of loved ones or severe financial hardship. Very deserving operators were recognized by MV for their high standard of service over many years. Thirteen grievances were settled, some involving monetary remedies for the members. Several operators signed up for the Union 401(k) plan.

Being carried over to 2008 are a couple of important issues requiring resolution. First, grievances filed alleging no rest/safety breaks have been held in abeyance by President Hunt pending some type of intervention by the Oregon Labor Commissioner. Second, President Hunt is seeking new contract language concerning MV's use of the Drive Cams in the LIFT buses.

My short wish list for 2008: that more operators will take the time to attend Union meetings because they have a real financial investment in Local 757. Best wishes to everyone for a happy and prosperous New Year!



**TriMet Salaried Employees**  
As reported by  
JIM FOWLER

I hope you all had a great holiday season and a Happy New Year. I know by now all of this will probably be old news due to the fact that I'm writing it on December 10 but I feel compelled to comment on the event that took place on December 7.

Fred Hansen announced that he was going to negotiate with ATU 757 for the right to have Wackenhut officers do fare inspection and write citations for violations of the Tri-Met code. Fred initially did not intend to negotiate anything, he was just going to implement the plan and then deal with the Union. However, on the morning of December 10th we got word of this announcement and after a few phone calls back and forth Fred decided to change his speech and said he would negotiate the matter. No matter what transpires from here I want everyone to remember how this all went down. How did Fred think his Union

people would respond to this? We have Fare Inspectors who have put most of their adult lives into this agency and suddenly when Fred is taking heat from the Press he turns to a private contractor, spurning the contract, and devaluing the men and women who have served this agency so well. These same inspectors have been saying for years that fare evasion is out of control and we need more bodies. Our security problems have been festering for years and now our frontline people who have been fighting an uphill battle trying to deal with it are being thrown under the bus. And why should the rest of you care? It's simple. Are you next? Our contract expires in less than two years and this should be a wake up call to everyone.

In other business, it's been 18 months since Denise Carthern was unjustly terminated from her position as Lead Controller and there is still no indication that we will go to arbitration or mediation any time soon. There simply must be a better way to expedite these things.

In happier news we have three of our finest who have decided to retire after many years of dedicated service. Ben Butler from Fare Inspection, Ron Callahan Rail Training Supervisor, and Darlene McArthur from Customer Service. Good luck to all of you. We wish you the best.

The new Lead Fare Inspectors have been announced, they are Gary Radford, John Coryell, Laura Berlin, and Jim Smith.



**TriMet Light Rail Maintenance**  
As reported by  
MICHAEL CONNER

Another Holiday season is now behind us and a new year to look forward to, we now take time to consider what's coming up. Fred's security issues I am sure will give the union fits, as the need to assign resources to beef up security will have to come from somewhere. We must be on the lookout for the District to contract out more of our work. All maintenance employees need to look closely at Fred's attempts to have Wackenhut do the fare inspectors' work. Them first, us next. We need to support our brothers and sisters in the fare inspection ranks 100 percent. Not one bit more of our work can go to Wackenhut, PERIOD! Another dangerous area that will be looking to rob resources from us will be the Wilsonville commuter rail. It is destined for failure but I am sure it will not die without costing our budget first.

TriMet loves to think big with new lines and projects but how to get the maintenance done and keep the system secure is an ongoing challenge. It is not nearly as glamorous to upper management to care about the lubing, cleaning and parts replacement of what's already here, as it is to talk about building whole new railroads. If you suspect the District is inappropriately contracting out work, be sure and tell the Union. We cannot go to bat for the members if we don't see the curve balls coming!

If you work in an area where CDLs are required, please keep in mind that the loss of a CDL is a much more serious issue than it was several years ago. Don't lose it or the next thing you lose could be your job! We have had several employees in the rail maintenance area who have had issues, and I have noticed that people don't seem to understand the extreme consequences of the loss of their license until it is too late. Drive carefully please!

Even though things look tough, it could be worse, and the union will try and keep that from happening! Happy New Year to you and your family!



**C-TRAN/C-VAN**  
As reported by  
ROY JENNINGS

For the last four years, we here at C-TRAN have had fantastic turnout at our union meetings. Our Sunday night meetings have averaged more members than any other property. Way to go!

On Dec. 7, 2007, the Union moved our Administration Assistance and Passenger Service Representatives contract to mediation. We are currently setting up dates with the mediator for not only this contract but also for the Paratransit Dispatchers' contract.

There are many reasons to have a Union representative at meetings where you honestly believe what you say will be used against you; 1. So that you have a witness to what is being said (besides management); 2. To make sure your rights aren't violated 3. To make sure that management has done a fair and correct investigation, 4; To make sure that management has just cause to discipline you; 5. To make sure that if discipline is imposed, that it is the correct discipline. Just to name a few. So I put it to you, why is it that we still have members who go into meetings with supervisors or managers without a Union representative?

As you should know by now we delayed the January Fixed Route service change until Feb. 24. The reason for this was due to the great number of the runs that were messed up. By the time you read this article we will already be in run cut. The Fixed Route lay down is scheduled for January 21 with the operators' bid starting on January 28 and ending on February 8.



**Laidlaw PPS**  
As reported by  
ANNA TOMPTE

Happy New Year my sisters and brothers! As we move into the second half of the school year take a minute to ponder the last year and how far we have come. Okay, that's enough of Auld Lang Syne.

We do need to remind each other of a few items to keep each other safe. Keep it to five miles per hour in the yard – in either your car or your school bus. Let's encourage one another to wear our new vests while outside of any vehicle at the yard. Speaking of outside: brr, it's cold out there. Remember to warm up your windshield before turning on your windshield wipers. This will save the windshield wiper motor and the wipers.

Mechanics report that with the change in weather they are busy, but will and are getting to each bus that needs help.

It's going to be a great year with many challenges to make us stronger and help to unite us.



**Merlo Transportation**  
As reported by  
BRUCE HANSEN

The seat issue at Merlo is on hold again, the District has stopped installing seats. At this time we have 27 buses with new seats in them.

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## VP's Report

By Sam Schwarz • ATU Local 757 Vice President

November was the craziest month ever. Both Canby and PPS voted down their contract offers and are waiting for new dates for negotiations. A high-ranking figure from Wheels contacted the union with his concern regarding the article he read last month in the ATU Bulletin in the Labor Press. I spoke to him and explained that he should talk to the drivers before believing the supervisors. If you talk to the work force, you get a better grip on reality.

At PPS, the District is imposing their health plan on our members, and we are hopping mad.

TriMet is off-the-wall crazy. Fred is telling the news media that Wackenhut is going to do our jobs and the union be damned.

Well, it's not the first time TriMet ignored the Union, and it probably will not be the

last. Our members never did get proper recognition from the management at TriMet.

We have an agreement for the summer signup on four 10s and three 10s. The four-day work week for full-time operators will come out of Center Garage, and the three-day for mini operators will come out of all three garages.

In a joint effort to assist in the closing of the Steel Bridge construction in August, the vacation signup will have a great deal more vacation weeks. June, July and the last week of August will have 65 spots. Labor Day, Thanksgiving and Xmas will also receive more weeks.

We have postings up for a Center street transportation Executive Board officer and a liaison officer. If you're interested, please contact the union office.

## ATU Officer Reports

(From Page 11)

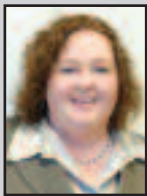
We have 24 people on a list that have medical documentation prohibiting them from driving that style of bus. They have hired an outside consultant to evaluate the new USSC seats in the 1700, 1800, and 1900 buses (Could management be listening to the drivers or are they just protecting their own pocket book?). They are trying to make these buses last three years and I don't want it to be at our expense.

I am again taking on Center Street responsibilities as Jack Newberry has stepped down. One thing I have noticed in the recent past is that operators are going to management to represent themselves. This is not recommended, because there maybe something you as an operator may not catch. We will be having three new assistant station managers coming on board. So again, how will this affect us as operators?

We are having a lot of foolish accidents. What

is a foolish accident? A foolish accident is hitting parked cars, trees, street signs or any fixed object. Then the operator comments in the accident report that they were trying to be nice and let the elderly or disabled passenger off at the curb. However, a nice gesture is not always rewarded and these PAs will stay on your record for two years. Hitting a fixed object is a tough fight to try to clear. So being nice is one thing but, protecting your driving record and job is another thing. Please keep this in mind.

I hope everyone had a safe and happy holiday. Remember to take your breaks and be safe. Please drive the schedule and don't let the schedule drive you.



## Secy-Treas Report

By Evette Farra • Financial Secretary-Treasurer

"Happy New Year" is more than just a well-used holiday phrase for us. I am genuinely excited about this coming year — new opportunities and challenges with a fresh set of eyes in the union office, new properties with new members. I'm grateful to be a part of it.

You, as an ATU 757 member, have an opportunity this year too. I hope you made your New Year's resolution to be part of the solution. There will be many opportunities to get involved with all of the new challenges this upcoming year. The fact that you're reading

this article demonstrates that you care; resolve to nurture that into action.

We have a committed member who volunteers her time to help answer the union's office phones. It's a great help. Another two members who have a passion for web design have taken on the challenge of our union's Web site, and I can't wait to see the results. Opportunities are there if you're interested. Your particular talent can be used to further strengthen this local. Show us what you've got!

Coming off the holiday season, this operator's essay really resonated with me, and I don't think you need to be able to remember the good ole days or be an operator to find this relevant.

— Jon Hunt

## Remembering the Good Ol' Days

By Alan Neuburger

I remember when I was younger that the transit system here in Portland was fairly decent. You could get on one of the old "Rosies," head downtown and catch a Blue bus to Tigard or points west. Usually it would take two or three hours to get out to the family farm in Sherwood.

Back then I could ride for a dime or use one of the tokens that my grandmother gave to me. I remember when the price went up to 25 cents while I was in high school. We couldn't believe that it was getting so expensive to ride the bus.

You see, back then my uncle drove the Union Ave/Sellwood line. Can't remember what number it was, but I could catch it or catch the Eastmoreland bus and end up downtown. I grew up in Westmoreland, and it was kind of neat to drive through the wealthy neighborhoods and see some of the big houses that were there. Back then, the drivers of the bus made their own change for you or sold you tokens, so you could always get to where you needed without having to worry about "carfare."

Times have changed.

Bus operators in the late '50s and early '60s smoked while they drove, as did passengers, and they took no guff off anyone, especially if you were rude or creating a commotion. All in all though, bus operators were respected people and they were respectful back at you. The bus operator was an important job, in that the driver was someone who really knew where things or places were in Portland. They knew a lot and for a young kid such as myself, I knew that if I ever became lost or out of sorts, all I had to do was find a bus driver and he would help me out.

Times have sure changed.

You want to know why I am writing all of this? Well, when I was a kid I wanted to be just like my uncle and be a bus driver. He enjoyed his job. It didn't pay much, but it made him feel good. I wanted that feeling too. Back then, bus drivers were a special breed, wheeling those big buses around city streets, helping people out and caring about their passengers. Back then when a fellow driver was walking down the street, the bus driver would always slow down and call out a hello to Joe or Jim or Sam. He always waved and always smiled. He always checked to see if his fellow driver needed a ride or if everything was okay. His passengers were treated the same way. If he were driving down Milwaukie Avenue and saw Mrs. Jones struggling with packages while walking home, he would always stop and help her.

Times really have changed. Today, things are a lot different.

Sure, we find every day that our passengers do not treat us kindly. They don't care

about others and they don't feel that they need to pay for the service that we provide. I have always felt and still do that bus drivers are a special breed. We have an important job to do every day, yet it seems that people just don't have any respect for us anymore. I'm not talking just about our passengers; I'm talking about other drivers.

When we have put in our time for the day, we like to get home as soon as we can, so we jump off the bus try to cross the street to catch that #72 or #9 to get home. As we cross the street, the bus drives away. I can't tell you how many times that I have made eye contact with another driver and he has pulled away from the stop. I can't tell you how many times I have waved at another driver and he hasn't even nodded at me, let alone waved. I know that they see me, but the schedule is so much more important today, that they don't take the time to wait.

Today, a poor older woman is struggling to gather up her packages to get into line for the bus and the driver either yells to hurry up or closes the door and drives away. The mom with two or three kids in tow can't even sit down with them before the bus is lurching and driving on. The senior citizen that has struggled to get onto the bus can't sit down because of kids in the side seats and the driver doesn't tell them to move. The disabled wheelchair-bound individual who can't steer very well is yelled at and chastised by others for taking up too much room.

What is wrong with this picture? Why is it that today we all seem so hurried that we can't even take a little time to think about others? You know, I still enjoy being recognized by other bus operators, and you should too. Have the times changed so much that we cannot take a few minutes to wait while another driver crosses the street, or to wave a friendly hello? We are in the midst of a hard time doing this job. We have extremely tight schedules to keep. We have no breaks that would be constituted as "real" breaks. We have a company that is more divided than ever, and morale is at the lowest it has ever been. Can you do anything at all to help make it better? I know that I can.

I guess that what my point could be is that we need to stand by and support each other. We need to take that moment to say, "Hey, I know what it's like out there too." Remember that we are not only drivers, and sure the money is great, but we are people that would not want to be treated the way we are treated by others. Take a moment and think about how you want to be treated. Do you treat others that way?

Think about it and maybe times will change for the better, once again.