



And so you asked...

Property Update

By Al Zullo
President-Business Representative



TriMet: By press time, we should be able to report to you what we've done with the lunch and restroom breaks. We are now in the process of finalizing the language. TriMet realizes that these are things that need to come about by reason of BOLI, Oregon's Bureau of Labor and Industries. We're talking a 20-minute uninterrupted, paid lunch and restroom breaks in the first and second halves of your shift. Guaranteed. When the language is finalized, I will make a more complete report.

We have a new grievance filed about the three-day mini-run work. Evidently, the District is putting the vacation relief mini-runners on the extra board when there are no vacation reliefs for them to work. Again, the District is working them over their guaranteed 30 hours.

Rogue Valley Transportation District: Your picnic is June 25 at Emigrant Lake. I hope everybody attends. Last year, we had a good time. Let's try to do it again this year. Hopefully, by meeting time this month, we'll have an answer for you on your medical reimbursement taxes.

WHEELS: Things seem to be okay with no serious problems that I've heard of.

Salem Transit District: We are meeting next week to talk about the grievance process with the new people who have been hired to deal with it.

C-TRAN: It seems the board has voted to place the initiative for the tax increase on the September ballot. This will be good. If it succeeds, hopefully, nobody will be laid off.

MV Transportation: We're still working on your farebox problem. Todd has been very diligent in working on this issue. He's not yet given up. We're sending it on to the next step.

Portland Public Schools: We're still working on your contract. I believe you'll be out of school before we get this done. I hope we can move faster than we have been.

Laidlaw Portland: We've sent an opener letter for your contract. We've not yet received an offer of dates on which to meet. As soon as we hear, we will be scheduling meetings.

We have a number of things in the air at all properties. Hopefully, we'll be able to arrive at some settlement, and I'll be able to report complete settlement next month.

Vice President's Report

By Jon Hunt



I had the opportunity to go to Romania with our International delegation to train our Romanian brothers and sisters on communication and collective bargaining.

Last year, President Warren George swore in the ATU Romanian Council and pledged ongoing training. The group was comprised of International Vice Presidents Don Hansen and Ron Heintzman and two instructors: Gene Morrow, instructor at the George Meany Center in Silver Spring, Maryland for more than 27 years, and Paul Stuckenschneider, retired federal mediator. Our Romanian brothers and sisters appreciated the much needed training.

While there, I had an opportunity to attend a Council meeting when the officers met their new general man-

ager. They had a good relationship with the former general manager. However, the new one is starting off on the wrong foot. He wanted to discontinue weekend work and have wage freezes. Needless to say, the officers didn't find these acceptable. The discussion got pretty heated with an exchange of words all in Romanian. Although the languages were different, the issues are the same issues we fight in the United States and Canada.

Our brothers and sisters in Romania make only between \$200 and \$400 a month. Their Union dues are approximately 12 to 15 cents a month, but most of the expenses are comparable to those in the United States. The ATU Romanian Council, represented by President Ion Radoi, consists of transit workers, commuter rail, airline, metro, sea ferries and subways, totaling more than 180,000 members.

I want to thank our Romanian brothers and sisters for their hospitality. It should also be noted that no funds out of ATU Local 757's Union dues were used to pay for this trip. It was paid by the International's special

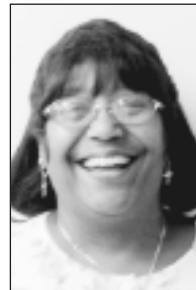
fund and by the generosity of the Romanians.

We are currently working on two open contracts. We are still negotiating the contract at Portland Public Schools with no good news to report at this time. The school district wants to make cuts in the medical insurance and make changes in work rules that we can't live with. Now that school is out we will be mailing out proposals to you. We are hopeful by the time we get you a proposal that we will have moved them off of their position.

At Laidlaw TriMet Lift in Beaverton the membership voted on June 1st to go out on strike. The membership has spoken loud and clear. We want what our brothers and sisters at MV Transportation got—nothing more, nothing less. Paratransit drivers are extremely dedicated to their jobs. Not only are they professional drivers but also all of their passengers have special needs. They are caregivers. I am hopeful that management has heard your demands and that we will be back at the table as soon as possible. If not, our membership is prepared to strike.

A piece of my mind... TriMet needs dispatchers

By Shirley Block
TriMet Salaried Employees



This month's article will be one of the most severe I have ever written. I am not writing to ruffle feathers; I just want the truth out. I'm going to start and finish

at the top with Fred Hansen because I would love to see some action taken.

As I type this article on 6/4/05, we are dropping yet another shift in dis-

patch due to the lack of bodies. We first lost Jean Cook to a lateral promotion on the inspection team, T. Carroll to scheduling and Bill Danforth to retirement (God bless him). None of these dispatchers has been replaced, and management is saying it's the budget. Now, I'm not a rocket scientist, but let's do some math! Let's say we go back five or ten years when we had 18 dispatchers, fewer buses on the street, less traffic, and people's attitudes were totally different. There was a small amount of respect for the working stiff who were stuck in the seats.

We added more lines, more frequent service, tighter schedules and have had more operator assaults and what does management do? They

don't budget for even an adequate amount of needed dispatchers. These dispatchers are the lifeline to safety for our operators and passengers. They are the information line to/from our supervisors. Why wait for someone to be seriously hurt or worse killed? My goal with this article is to ask management at add to the dispatch group, not only for safety concerns but also for health reasons.

Dispatchers who work long hours and RDOs to cover open shifts get stressed out, cut corners and mark off sick more often. Too little sleep can slow you down as much as too many drinks. That's the conclusion of a Stan-

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Summer picnics

Retired member chapter: Wednesday, July 6
at Oaks Park

Portland ATU annual picnic: Sunday, Aug. 14
at Oaks Park

Eugene: Sunday, Aug. 28 at Jasper Park

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

TriMet Merlo Transportation

As reported by GREG MCGREW



You might justifiably think that TriMet and your Union are like a pair of celestial black holes orbiting each other. Ideas and information are sucked into

both, seemingly never to emerge in any tangible form whatsoever. Like a printed contract book, for example. The contract was signed by both sides last April, over a year after ratification, but no form or shape has yet to be seen that can be recognized as a contract book. Keep the faith, though. Something will turn up sooner or later.

Safety is a subject near and dear to all of our hearts. As bus operators, we are highly cognizant of the safety issues surrounding us daily. As professionals we take this topic seriously. Every morning our garages disgorge hundreds of buses into the city's streets. It's not unusual to be rolling out and to have your BDS beep with some message or other. It really gets your attention, however, when the message states that there is only one dispatcher available and to limit your calls to emergencies only. On one hand this is an understandable request. On the other, this is an entirely unacceptable situation. Dispatch is our lifeline. Every day, on average, there are at least five to ten genuine emergencies that happen. Even with the best communications gear and software, that's an awful lot to ask one person to handle. The number of people who work in dispatch have been declining, and in the current management atmosphere, none are being replaced.

Or did I miss that job posting? At any rate, dispatch is a 24/7/365 enterprise and needs full staffing. Like the bumper sticker says: "If you're not outraged...you're not paying attention."

MV Transportation

As reported by TODD WATSON

I had the opportunity to attend the ATU Northwest Joint Conference at the Benson Hotel on Saturday, June 4, 2005. It was a real pleasure, as well as informative, to meet officers from other Locals around the Northwest and Canada to discuss our problems and solutions in this business. My classes included the ADA and how the rules are applied in the workplace, and sexual harassment, which is in the news constantly nowadays.

Also, my afternoon session included grievance handling and transit drivers' health. This topic is probably

the number one issue facing bus operators today. It affects all operators whether you drive fixed route, light rail, paratransit or ambulance. My property at MV Transportation is no exception. As our manifests become more unrealistic to keep up with, it is imperative that we take our scheduled breaks and lunches. I know it's a double-edged sword because our passengers need this service badly, and we don't want to let them down by making them late for their appointments; but, folks, we have to consider our own health, too. Many problems surface when we don't do this. We all know what happens when you cause yourself to be dehydrated or when you don't use the restroom when needed. So, please don't jeopardize your health when doing this job. We are in this world only one time, so make the most of it and stay healthy in the process.

TriMet Powell

As reported by SAM SCHWARZ



Several new grievances have been filed and four have been settled. A grievance dealing with road reliefs was settled last July and has resurfaced with a new twist.

The operators are given one road relief allowance per day. The District wants to rewrite the contract without bargaining with the Union.

A recent settlement of a grievance over holiday road reliefs has a shuttle bus for operators going from Center Garage to downtown Portland every 20 minutes on holidays. The road reliefs for operators that get off for sign-up are not being paid nor for run splits that get paid straight through. The working and wage agreement states road relief pay is not considered pay for work; it is considered pay for the inconvenience of the road relief.

The District has done nothing new this year as far as supplying a safe working environment for operators. They are once again placing the blame on operators for every situation that occurs on the bus.

We would like to send out our deepest sympathy to the families of recently departed members Paul Lake, Ken Alexander, Richard A. Mortensen, Pamela McCartney, Glenn Esterberg, Richard L. Book and Irving Brown, Sr.

Rogue Valley Transportation District

As reported by CARRIE CLIFFORD-RISLEY

No report given.

TriMet Powell Maintenance

As reported by DAVE KAY



I had the opportunity to attend the Northwest Conference of the Amalgamated Transit Union. Included were Locals from all over the North-

west, plus other guests. The business was conducted, and several seminars were presented. I attended two, one on ADA issues and workplace harassment. The other was on transit health issues.

We are now moving forward with the grievances held in abeyance pending final wording of the overtime policy. Hopefully, resolution will come quickly.

Two new grievances are being filed as I write, one, a sick leave question and the other a recordkeeping issue. It seems TriMet doesn't know how to go back and change absence code "K" to a protected leave code. If allowed to stand, code "K" has the possibility of discipline later in the member's career.

Lane Transit District

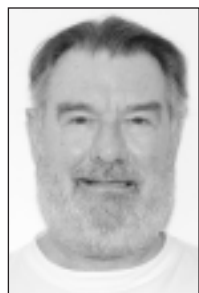
As reported by CAROL ALLRED



No report given.

TriMet Light Rail Transportation

As reported by MICHAEL T. OLIVER



Nothing but kudos for the new shoe/boot agreement. Everyone I have talked to has good things to say about the Doc Martens boots and shoes they have been

purchasing under the new contract. I would venture to say that this is the most popular provision of the contract. Now, if we could only get our back pay for the road reliefs we have not been getting, almost everything would be beautiful.

If you move or change your phone numbers for any reason please inform the station agent as soon as possible. The Union uses the same list as the

station agent, and if we can't reach you, you lose.

Another thing that is working well is the new sign-up procedure allowing those with an RDO to sign work on a holiday. For the 4th of July the red line is posted under Jason Choi; never has it been so low. This gives more people the opportunity to have a day off and those that want to work overtime likewise. Some changes are better than others, and this is a large plus.

The new cameras, to be installed at every station and purchased with homeland security funds, are very high tech. With this "move and zoom" system the controllers may spend more time spying on us than looking at the Scada. While testing the system last week, a controller called the operator by name and told them to wave for the camera. This system also has the ability to print copies of what they are filming. Beware of this technology. What is purchased to attack terrorists is being used against workers. Congratulations to: Tony Antoni, Operator of the Year and Spud Henderson, Operator of the Quarter. And to Laura Hanks and Mike DeCriscio, who represented TriMet and 757 in the national competitions in Pittsburgh, Penn. They didn't win, folks, but I'm told they partied down hard. Ably coached by Ron Callahan, they faced fierce competition but finished an extremely respectable seventh. Give them an extra wave when you see them on the mainline.

Address all correspondence to oliverm@trimet.org

Portland Public Schools

As reported by SMOKEY STOVER



I got to drive and ride in the new used buses, and they are cool. It would be nice if drivers could drive them for summer school. If you had a late PM run, the air

conditioning in the buses would freeze you out. The cost savings with the buses saved three school programs. Way to go, District!

TriMet Lift

As reported by LES GREEN

My fellow drivers. I have always wanted to say that, and now that I have it is time to get real. On the state of the new contract for our shop there is nothing new at this writing (06/07/05). We are waiting for proposed new contract talks to be scheduled.

On a brighter side we had three drivers (Cory, Silvia and Judy) get

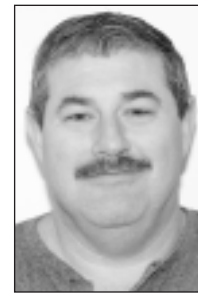
married last month, and we all wish them the best.

One other thing: If any of you are having trouble with dispatch on the abuse of the half-hour return time at the end of your shift, please copy that part of your manifest and get it to me as I am working on the problem. As always, if you have any questions or problems with or about work, do not hesitate to let me know. As noted, I said "work." As for personal counseling I charge \$45 to \$85 an hour. Ha!

Again, be careful out there and remember that your safety is the number one priority.

C-TRAN/C-VAN

As reported by ROY JENNINGS



The C-TRAN board of directors on June 14, 2005 voted to take the initiative out to the citizens of Clark County on Sept. 20. This time, if the initiative does

not pass the following could happen: 47 full-time and 35 part-time fixed-route operators could be laid off. I state "could happen" because at the July 12 board meeting C-TRAN's staff will be discussing with the board of directors the possibility of keeping over half of the commuter routes/buses. This, in turn, will mean that we would be keeping more fixed route operators. In addition, during the run cut scheduled for the week of July 11, the actual number of full-time and part-time fixed route operators will be decided.

As for paratransit two part-time operators will be laid off, and six full-time operators will be reduced to part time. For paratransit dispatch, because of the loss of one dispatcher a few weeks ago, only one more will be laid off. As for the passenger service representatives and the administrative assistants at this time I wish I could say, but as of the writing of this article information regarding your positions was not available.

As we all know, the layoffs will take effect on Sept. 25. The only way at this time to stop the layoffs is with the passing of our initiative on Sept. 20. It needs to be said at this time that the passing of this initiative will be up to all of us, and I mean all of us. I know that you have heard this before. What has changed is that we have only one more shot at it. Let me make myself clear. If the initiative doesn't pass on Sept. 20, then the layoffs will happen on Sept. 25! This is our last chance! If we do nothing--or put as little effort as possible toward getting it passed, then we will have no one to blame but ourselves! I for one would rather go out fighting than do nothing at all, and

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ATU Officer Reports

(From Page 2)

that may be the Marine in me. So, I'm asking everyone who reads this article to give until it hurts, and then give some more. You will not only be helping save your co-workers' jobs, your friends' job, but, quite frankly, maybe even your own.

Salem Area Transit

As reported by
GARY SPORE



No report given.

AMR Northwest

As reported by
JAMIE WILLIAMS



Communicating with the Union: On an urgent matter (i.e., discipline investigation meeting with supervisor, being asked to write an incident report, being

terminated or grievance with a timeline issue) please page or call your Union liaison officer for your operations. Please attach a 911 to message and wait 30 minutes for response. If you get no response, proceed by contacting Executive Board Officer Jamie Williams and/or the ATU office.

On non-urgent matters (i.e., contract questions, clarify meeting times, grievance without timeline issue) call your Union liaison officer for your operations and wait six hours for a return call; if no answer or return call, please call Jamie Williams, Executive Board Officer and/or ATU office for assistance.

E-mail option: I check my e-mail several times a day. If you have a non-urgent need, please drop me an e-mail. This is my preferred way to communicate because the message is in writing and allows me some time to investigate and respond more effectively.

Certification: Each employee is responsible for being current on all your certifications and licenses. If you are short hours for recertification, do whatever you need to do to get your hours. It is a benefit that AMR understands it needs to offer employees. There have been people who have not been able to attend all the times being offered and are coming up short. Do whatever you need to do to remain current. The Union is urging the company to offer a better variety of times and days that training is offered. We

welcome any suggestions you may have.

Contractually mandated wage increases: The Union has informed AMR that the recent 3 percent increase does not conform to the contract. We also filed a grievance. The correct amount is 3.2 percent, which was taken from the Portland-Salem CPI-U for 2004 (the last 12-month measurement). As of this print date, AMR has not disagreed.

Thank you, Steve: Clackamas County Liaison Officer Steve Polzel has bid into Multnomah County. We wish him the very best and know he will enjoy working with that exceptional group of folks.

TriMet Light Rail Maintenance

As reported by
MICHAEL CONNER



Hello to all; as usual, it has been a busy month. 757 hosted the ATU Northwest Conference, which includes over a dozen states and Canadian provinces. Joe Ruffin II, Ruby Junction liaison, and I attended. The Conference gives us a good chance to discuss concerns and share information that will help us and our brothers and sisters in neighboring areas solve mutual problems. We also attended classes that will make us better at dealing with management and serving you, the member. It was well worth our giving up a weekend.

When asking a supervisor for a day off, be it vacation or a floater, the TriMet maintenance-wide practice is to let one person off for a floater and one person off on vacation. For some large groups the supervisor may even be obligated to allow two off on vacation. This is also by classification. If an assistant supervisor is off, that is a separate classification from the mechanics or helpers, so this is not an excuse to deny vacation. If you are denied and no one else was off on vacation or a floater, it may be grievance time. Let me know! It really has not been much of a problem, but we are much shorter handed than in the past, so I need to know if it becomes a problem. There have been some scattered incidents already, and summer is coming.

You may have seen me and our other rail maintenance reps showing a couple of officers from the Seattle ATU Local through our shop areas and out on the right-of-way. Seattle is finally going to get a light rail system, and they were here to see our operation. The digging has started, and they wanted some ideas from us on how our system is set up so they can work on how to set up theirs in regard to the

Union. I have offered to assist in any way we can.

There have been some concerns about the addition of assistant supervisors to the shifts. Staffing is the prerogative of the District. Obviously, there will be unforeseen problems and benefits to this move should the District actually follow through with it. We will have to see what happens.

Another area of concern is the streamlining of facilities operations. Any change in the flow of work or contracting out should be reported to the Union immediately. You are the eyes and ears of the Union; we want you to let us know what is going on. It may be your job you are saving.

At times, it may seem that you are not getting a response on your issues or that you don't see us for a while. Let me assure you that the liaisons, stewards and I are all working hard to make the Union work for you! If you do have a concern, please feel free to call me personally. I try to make the rounds, but I might be there on your RDO or when you are not there for some other reason.

Once again, I would like to take a moment to thank all of the folks who help me out: Shayne Jenkerson, Joe Ruffin, Tim Fontenot, Tim Keller, Mike Dyal, Doug Baton and at Streetcar, Eric Duey. These stewards and liaison officers are invaluable. I would still like to have one more shop steward at Ruby Junction LRV maintenance; let me know if you are interested, and I will see what we can do.

I know you are looking forward to summer as much as I am, work and play safe!

TriMet Center Maintenance

As reported by
CHAD MATHER



Well, finally the storeroom grievances are over — we won. Thanks to all the stores people who helped out by providing information and remaining patient.

The timekeeper grievance is also over. We have our maintenance timekeepers doing all of our timekeeping again.

The Union picnic will be on Aug. 14 at Oaks Park.

I attended the Northwest Conference of the ATU. It was interesting to see how we compare to other properties across the Northwest. We don't have it so bad.

TriMet Center Transportation

As reported by
ALAN EISENBERG



Democracy works when it is transparent with no secret meetings, no clandestine deals. The Union is democracy in the workplace; the Union is “us,” not

“them.” Our voice is expressed at open meetings and not like the old days' way of behind closed doors with a

bunch of the good old boys. We should be fighting for our own freedom in our Local. How? Come to the next meeting and become part of the transparency. Voice your voice, ask questions, demand answers. This is your job in the Union because it affects your future. We can change our future, but it will take many voices to do it. I will now paraphrase President John F. Kennedy by asking you to ask what you can do for our Union and not just what the Union can do for you.

Be alert, stay healthy, stay sharp, stay alive!

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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)CHRIS GROOMS
MV Transportation, Inc.....TODD WATSON
C-TRAN.....JOHN SANNES
AMR Northwest-Clackamas County.....OPEN POSITION
AMR Northwest-Clark County.....JASON KRAVITZ
AMR Northwest-Cowlitz CountyDEREK KYNASTON
AMR Northwest-Multnomah County.....LANNIE HASZARD
AMR Northwest-Washington County.....LANNIE HASZARD
AMR Northwest-Communications Division.....CHRIS LUCAS
AMR Northwest-Special Services DivisionOPEN POSITION
C-VAN.....LARRY “BUD” WOLTER
WHEELS.....JOHN HARVEY
Tillamook County Transportation District.....PAT OSTRANDER

ATU Officer Reports

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TriMet Merlo Maintenance

As reported by
KEVIN KINOSHITA



There was a short sign-up to take place in June and last until the fall sign-up as agreed by the District and the ATU. Both sides would have benefitted, but the District didn't keep their word and the ATU had no choice but to cancel the sign-up.

One of the biggest problems we have with the District is very little communication and disagreement about what was said in a meeting. There is a process that takes place, and when the District tries to shove something down the ATU's throat, we will fight back. When the District deviates from this process it's usually the members who suffer. We are not WalMart employees; we do have a say; we are ATU 757 Union members who have a collective bargaining agreement.

We just won a Step 3 decision for the storeroom pertaining to the assistant storekeeper/inventory control position. This was a victory for all storeroom employees. I'd like to thank everyone who showed their support throughout this grievance process. It took a lot of time and many hours of doing the research. Without your help and patience this would not have been successful.

Congratulations to the new diesel journeyman mechanics who just graduated from the apprenticeship program. Their tour of days and weekends off is done; having mid-days off and possibly working the holidays has just begun. This class has the highest GPA of all since the program started. Great job, guys.

Lastly, I attended the Northwest Conference here in Portland with other officers from ATU Locals from Canada, Arizona, Colorado, Idaho, Minnesota, Montana, Nevada, Oregon, Utah and Washington. I attended classes on the ADA, harassment and termination for just cause. We deal with these issues on a daily basis, and the one thing that hold true is that they exist not just at TriMet. These problems are getting worse all the time. It's sad when we hear members

telling their horrifying experiences and how much it takes out of an individual, be it in transportation, maintenance or other departments. It's an eye opener on how we as Union members must fight back, stick together, protect our brothers and sisters and show management we will not back down.

Laidlaw Portland Public Schools

As reported by
KATHY MITCHELL



I feel like we all deserve a pat on the back for a job well done. The school year has ended, and I wish all of you a happy and enjoyable break. My work has just begun with grievances and negotiations. ATU has reminded Laidlaw it is time to schedule our negotiations with a letter reopening the contract.

Cover drivers, the long process is over. We won the arbitration case. Now, it is time for Laidlaw to give you what you deserve and pay up.

I attended a workshop class in Seattle. The subject was arbitration cases, and it was conducted by an attorney in a group setting. When I became an officer I swore under oath to serve and protect the members. I will not be undermined by Laidlaw. I will continue to go step by step with each grievance. If I can't resolve a grievance at a Step 3 hearing, I will assist in taking it to arbitration and asking the members to take a vote on it.

Your International president talked about what is happening with Social Security. We as workers need to focus on what Bush is trying to get Congress to change.

Look for changes in the next school year.

See you at the picnic!

WHEELS

As reported by
JOHN HARVEY

No report given.

Laidlaw Corvallis

As reported by
**CHRIS GROOMS/
BOB McGUIRE**

No report given.

July Meetings

Charter

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

Salem Transit/WHEELS

Salem members meet 7:30 p.m. Tuesday, July 20, at the Red Lion Hotel, 3301 Market St. NE, Salem.

Lane Transit

Eugene members meet 7:30 p.m. Wednesday, July 21, and Eugene day members meet 10 a.m. Thursday, July 22, at the Woodworkers Local Lodge, 1116 South A St., Springfield.

Corvallis Laidlaw City Transit/Schools

Corvallis members are recessed for the summer to resume in September.

Rogue Valley Transportation

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

Portland and Laidlaw School Bus Drivers

Portland school bus members are recessed for the summer. Watch for a new meeting place beginning in September.

C-TRAN/C-VAN

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

AMR Northwest

AMR Northwest members Washington County members meet 6 a.m. to 9 a.m. Monday, July 11; 18000 NW Evergreen Parkway, Beaverton; Clark County members meet 6 to 9 a.m. Monday, July 25, at Starbucks, 7720 NE Hwy 99E, Hazel Dell; and Multnomah/Clackamas members meet 7 to 9 p.m. Monday, July 25, at Izzy's, 1307 NE 102nd, Gateway District. July 4th, no meetings. Note time change through October, night meeting is 7 p.m.

Tillamook County Transportation District

Tillamook members meet 1:00 p.m. Sunday, July 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.

TriMet needs dispatchers

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ford University study. There is also a study out there — and I'm sure management is aware of it — that says on-the-job stress is the number one cause of employee illness. When shifts are dropped, it means more work for those who are working. Slower response to our operators, missed lunch breaks or shorter lunch breaks. Slower response to our rail and road supervisors, our inspectors and mechanic drivers on road calls.

It's no secret that by the time management posts the position, goes through the hiring process and starts training from start to finish, you are looking at a year timeline. Well, now, the mall construction will be starting in 2006. This means moving our buses off 5th/6th to 3rd/4th and Columbia/Jefferson — a big move for all, including confusion for the public. Now, how is the dispatch center prepared to handle all those extra calls from operators, customer service, rail and road supervisors, construction personnel and John/Jane Q Public? Shortchanging the dispatch center is very poor planning. If you, Fred, don't come on board to get these folks hired and trained, we are not the transit agency everyone thinks we are.

Control is also being shortchanged: dropping shifts, patching channels, having a controller patch the Yellow Line to the Red Line. We are talking major safety concerns, accidents wait-

ing to happen, preventable accidents that management can prevent. I wonder if operators will get charged with preventable accidents? If we are truly running a transportation business, then let's do it the safest way possible. There are other ways to cut costs without cutting the front line employees. Micro management means pay now or pay much more later.

Fred, we are running out of time. Summer is here and so are employees' vacation times, which means even more staffing problems. Where is interest-based problem solving if you are putting your employees in a situation that they will be so tired they are forced to call in sick? I know when you, Bob, Michael and Tim read my Bulletin articles you all have your jokes; but bear in mind, the one who laughs last, laughs the longest, and this is no laughing matter. This concerns safety for all.

Fred, let's move onto another subject that has been on my mind, and, again, remember I'm no rocket scientist. A few months ago I filed a grievance on the lead inspector position (Terry Scudder's old position), represented the Union in the pre-filing Step 1 hearing, asked to be moved to Step 2 and haven't heard a thing. Now, please explain to me how it is that a budgeted Union position, which has been around for years, can just vanish without negotiating with the Union? I know some managers say they have the right to cut any job, but where is

the respect due to all? You know, I am not against anyone getting a raise. But when management takes a Union position, farms it out in pieces to non-Union personnel, gives a non-Union person a raise to do parts of the job and then hires a part-time person to do the rest of the job, I have a problem with that. Management has a way of using flowered words to sound good, but when it comes down to doing the right thing for their employees, why is it so tough?

What I am saying is please read this article with an open mind, and let's

start breaking ground to implement what you preach: fairness, understanding, willingness to move forward and, most of all, interest-based problem solving for all. I don't want to sound as if I don't trust our management team, but does a poisonous snake have to bite twice before you realize you are going to die? Thought of the day: All snakes don't have rattles.

On a good note: Congratulation to Inspector John Brown, who has retired. I would love to grow up and be just like you — retired.

Retirees' Corner

The following retirees will celebrate birthdays in July: Gene L. Andersen, George G. Baertlein, Joseph R. Barnes, Ricky Bolden, Handy Brown, Donald J. Callaghan, James R. Camenzind, In S. Chang, Max D. Collins, Vern A. Collins, Donald K. Dickson, Bobby G. Eheler, **Einar J. Flood**, Robert M. Gardner, James W. Garman, Dennis P. Hartney, David W. Heesch, Robert J. Hughes, James E. Jackson, Robert E. Johnson, Johnny B. Jones, **Reino E. Karjalainen**, Charles W. Lee III, Patricia B. Madaia, Larry R. Mallonee, Richard D. Mauratt, Carl McCray, Patricia A. Millard, Greta M. O'Brien, James D. Ortner, Millard B. Peake, Carol L. Petersen, John E. Quinn, Gary T. Rictor, James E. Rock, Glenn R. Siefker, Durelle Singleton, Phillip T. Staton, Janice M. Thompson, Robert E. Van Dyne and Sharon M. Wilson.



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, Aug. 3, 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.