



And so you asked...

Thanks, goodbye

By **Al Zullo**
President-Business Representative



Some of our officers, who have been great, are leaving us for one reason or another. I'd like to take this opportunity to thank each one of them for their hard work.

Carol Allred, Executive Board Officer of Lane Transit District, you've done a fantastic job while you were in office. You managed to lead your membership out on strike without anyone being mad. A strike where, I feel, we came out on top. Through that strike, you showed the rest of Local 757 how it's done, and how to win. Thank you for a job well done!

Kathy Mitchell, Executive Board Officer for Laidlaw Portland, will be leaving us. Kathy, I'm sorry to see you go. You've been a great officer and I know that you could get right back in office if you decided to stay. I do understand, however, that there is a time when we have to call it quits and move on with our lives. Union jobs would be the best jobs in the world if it weren't for the politics attached to them.

(Turn to Page 12)

Officer Reports

TriMet Powell
As reported by
SAM SCHWARZ



The last few weeks have been very long and intense. I was hoping to get a lot more accomplished. The schedules are not getting any better, and the head of scheduling, Bill Coffel,

has not listened to any of our complaints. I believe his mission is to punish the operators for the entire summer. Bill's telephone number is 503-962-4994; he needs to hear from you, and right now is a good time to call. Remember, you are his customer and if you get no answer I will be glad to list his bosses' numbers.

I would like to congratulate Tom Robbins on his retirement, and to Gary McClanahan, get well soon. We miss you.

full swing. The ventilation system for the shop has been completed, and the tank farm is underway. We are told this piece will take a little over a month to complete. Still to come is the oil drain plumbing for the south pits in the shop followed by concrete replacement in the area of the wash rack. So far, all has been accomplished with limited disruption and a great safety record. Good job all, and please stay alert.

A reminder! With the advent of TriMet's new call-in procedures we are not obligated to supply any more information than "I am sick." Don't be intimidated; the District cannot demand more.

Well, Fred Hansen has unveiled his new organizational plan this week. Many people are being moved around and upgraded from supervisor to manager or director with the subsequent pay raise. Also included is a plan to "supply" 24-hour management for transportation. It makes one wonder how many more managers TriMet is planning to hire to "support" the ever-shrinking number of "front-line workers." In an organization that is so broke it can't graduate six trained mechanics from the apprentice program because it can't afford to bring in six more people, what are they thinking?

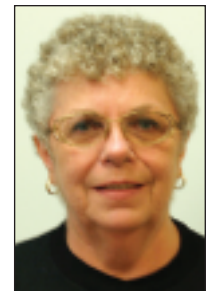
but then realized there is always someone whose name is overlooked. I want to thank everyone who came out on May 13th to place lawn signs. It was wet and rainy, but together we put out 350 signs in about three hours. Thanks go to the full-time Union officers and executive board officers who traveled down from Portland and C-TRAN at Vancouver, Washington. Thanks to everyone who took signs to place in their yards or to give to their friends. All of this helped get the word out as to how important transit is in the Salem/Keizer area.

The last weekend in April a group from TriMet held a golf tournament at Crooked River Ranch outside of Redmond, Oregon. I attended while on vacation and had a great time. About 35 people showed up, which was a lot less than the 80 a couple of years back. But everyone wins something which is nice. This event is always the last weekend of April each year. A round is played on Saturday and one on Sunday with prizes given out around 2:30 or 3 p.m. If anyone would like to play next year we would love to have you come out. We hope to build back up to at least 72 players so a "shotgun" start can happen. Give me your name and address, and I will pass it along.

Union officer elections ballots were mailed May 19. They must be received in the post office box the morning of June 6 to be counted. The new term will start July 1st.

The next Union meeting in Salem will be held on Tuesday, June 20 at 7:30 p.m. at the Red Lion on Market Street.

Lane Transit District
As reported by
CAROL ALLRED



This Bulletin article will be my second to last and is a difficult one to write. I hope I am up to writing the last article, but in case I am not, consider this my last.
(Turn to Page 2)

Unit reports

By **Jon Hunt**
Vice President /
Asst. Business Representative



Valley Transit: We started negotiating in Walla Walla, Washington on May 4. We got off to a good start and hope to

keep the momentum going. The first available dates that we can all meet are August 1 and 2.

AMR Josephine County: Negotiations are under way. We met with AMR management team on

May 9 and 10. Things got off to a bumpy start, but we have made some progress. We will meet again June 7 and 8.

RVTD: The negotiations started slow. We have received Peter Jacobsen's new plan and were not impressed. We hope to find some workable dates in early August.

Laidlaw Portland: We will begin negotiating the mechanics' contract on May 24.

WHEELS: We will begin negotiating the contract on May 25.

TriMet: My opening letter to Fred Hansen produced a meeting where we talked about sign-up problems, lack of restroom breaks, etc. Fred's commitment to look into operator issues comes with open ears. We have requested a new sign-up but

(Turn to Page 12)

Laidlaw Corvallis
As reported by
CHRIS GROOMS/
BOB MCGUIRE

No report given.

TriMet Powell Maintenance
As reported by
DAVE KAY



A grievance has been filed concerning the nonpayment of night differential. It seems that the District believes that those of us who work nights and earn our benefits on nights are not entitled to our full wage when using them. More information to follow.

Construction at Powell Garage is in

Salem Area Transit
As reported by
GARY SPORE



The property tax levy vote results were tabulated on May 17. Fifty-two percent of the votes were "Yes," and the remaining 48 percent were "No." Unfortunately, there was only a 35 percent voter turnout; therefore, the transit board has to decide whether or not to try and put it back on the ballot in November or figure out something else.

I thought about putting the names of everyone who helped in my report,

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 (Josephine County) • 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

(From Page 1)

Through the last three years, every single word I have written for the *Bulletin* has been put into print with no exceptions even if the Portland editors did not agree with my viewpoint. I hope this article will be no exception.

For those of you who have not heard by now, I was diagnosed with breast cancer on May 8. It is treatable and beatable, and although I wish the little "alien" wasn't there, I will deal with it. To all of you women and all of you men who have women you love — please undergo — or encourage your mate, family member, friend, spouse or sister — a mammogram. My cancer measures 1.5 centimeters and was so deeply buried that I couldn't feel it and my doctor couldn't feel it. I wanted to postpone the mammogram until July when I would have the time to take care of it. My doctor pushed me, I did it, and I will be grateful to him forever for pushing me to take the time to take care of myself. By the time you read this, I will have had the lumpectomy and hopefully have gone through the radiation, and the pesky little alien will be gone forever.

My next subject concerns the Union's relationship with Lane Transit District and the legacy that I will leave to all of you. I believe that all of us want to see the District show us that they truly want to work with the Union and the Union membership. In order for that to happen we need to give the District a chance. Does that mean we blindly trust and accept everything the District offers? Emphatically no! Does that mean we need to openly consider ideas and options the District offers to the Union leadership? Emphatically yes! Most of us (including myself) have been critical of some managers at Lane Transit District. A lot of the criticism has been warranted. Financial decisions have been made by upper management and the board of directors that affected your paycheck and your lives.

What I want you to know is that I believe that there is a change on the horizon. I believe that we should give Mark Pangborn a chance. Don't trust blindly but give him a chance to show what he is made of and what he thinks of us. Don't listen to years of rumors. I also want those of you who fear or dislike operations managers to know that I personally saw Mark Johnson and Sue Quick go to bat for an employee whom the human resources department, on the advice of attorneys (you can guess who), wanted to terminate. Sue Quick, Mark Johnson and I spent hours trying to save this person's job. We fought the good fight, and we won. I want you to know that this is not an employee who could be considered a "favorite." This was a regular employee who, just like you, came to work, did their job, had the usual problems, screwed up and had the backing of the operations managers to keep their job. Sometimes what is good for the District is good for the Union. We need to keep that in mind and cautiously give the District a chance. At least one person still has a job because I was willing to work with Sue Quick and Mark Johnson to make that happen.

I want to thank you all for giving me

the opportunity to serve you during the last three years. My wish is that peace and prosperity follow you and that solidarity is always in your heart.

TriMet Light Rail Transportation

As reported by
MICHAEL T. OLIVER



Tennis elbow, anyone? I mentioned previously about the pain in my left elbow and here is some good information about the ergonomics of the whole thing. The angle at which one must keep the left arm in order to use the motoring drum handle efficiently is harder on your elbow if you use the armrest in the Type 2 and 3 cabs. How do I know this? My pain can be controlled with Tylenol so far. Last month, Justin Adamson's whole lower left arm went numb, and he went out on FMLA. Lo and behold, he is in a conversation with senior operator Charlie Berkholtz, and Charlie tells him to drop the armrest. Justin is much better, and he no longer uses the armrest in his cab. This might not work for everyone, but if you are having trouble with your elbow, try it.

Problems with your doc not getting paid by the insurance companies? If you are like many of us, we have been having more problems with our insurance. Prescriptions are not being reimbursed or charges that were once paid in full are now being discounted. If so, the first thing you must do is to appeal the decision by Blue Cross or Kaiser and follow that appeal the whole way. If the appeal is not successful, then you can grieve it through ATU. At present there are at least two grievances in the hopper to correct this problem.

David Padden and Susan Meyer are finally at light rail and loving it. Please welcome them and offer any assistance they might need. The Rose Parade is on us again and be prepared. This is by far the most nerve-wracking day of the year with tens of thousands of people all trying to get on the same train. Slow, slow into platforms and don't expect the riders to do what is logical. Be prepared for any eventuality and you will be fine.

And what a fine Rodeo we had. The eight finalists were Gene Adrian, Pat Tritico, Hugh Overton, Brandy Monks, Marylin Palmblad, Ken Newland and the eventual winners David White and David Bennett. On to New York for them and their lovely spouses along with Irene and Ron Callahan, coach emeritus. The competition is rumored to be stiff. We haven't won since 1997, so good luck and don't forget, "A red is a red." E-mail me at mtgbo2002@msn.com.

WHEELS

As reported by
JOHN HARVEY

No report given.

Portland Public Schools

As reported by
SMOKEY STOVER



the speed limit and let all of the other nut-heads drive the fast speed.

The DCU board is getting ready to start to talk to the District so, PPS drivers, hold on until the next talks.

TriMet Salaried Employees

As reported by
SHIRLEY BLOCK



Fred Hansen's reorganization letter is no surprise to me. When TriMet has a money problem, instead of cutting the leaves of the tree, our upper managers solve the problem by clipping away at its root. The inspector group (which management still calls fare inspectors) has been the most passed-around group in the agency. Here we go again — passing them off again. You would think knowledge shared would become wisdom but not with our management team, which is my way or the highway. It would be wise to keep the democratic principles to include them, not to exclude them. They are and always will be part of field/road operations. Morale is a word Fred, Bob and Michael just can't seem to acknowledge. It doesn't fit into their scope of business. You would think a new year would mean a new beginning. Every department is being forced to take on more work with no more pay. Customer service has more work being forced on them, and we will be fighting against this all the way. Dispatchers are shorthanded when we have an extra out there trained and ready to go. We have rail supervisors trained and ready to go also. They are not getting the refresher training that they were supposed to get just to keep them up to date. What's up with that? Fred, what is the hang-up? The new mall construction is on the way and we will be moving buses off the mall onto Third/Fourth before you know it. We will need all the bodies we can get our hands on. Is this a ploy to get more Wackenhut (nut) folks on the payroll?

Spend your money wisely, not foolishly. Fred, we don't hate our management team we just think — no, we know — that this agency can do better for the entire community. Better bus/train service serves us all better. If we

Hello, brothers and sisters. Just a reminder that when driving through school zones, the speed limit is 20 mph. We are all on the clock while driving and need to remember to do

had better schedules and restroom breaks, the operator's health is better, which saves money for the District. We need better bounding between the schedule writers and the operators. I know from looking at both sides that the schedule writers' feet are over the fire, and the poor operators' bodies are in the fire. I say to all, let's see where this new re-org is taking us. It won't take long to see where Tomas is going. The big question is, "Do we follow him down the right path or is this just another pipedream." The ball is in your court, Tomas. And, I say, let's play ball!

TriMet Lift

As reported by
LES GREEN



Well, Laidlaw Lift is now joining our sister, MV Transportation, in getting a new project manager, but as of this article I have not met him.

Also, TriMet has decided to revise our routes, so our bid for May has been postponed until we have time for management to work the changes into some workable routes. We will bid as soon as possible due to the changes. As of this writing, nothing major has happened so it has been confusion as usual due to TriMet directives to scheduling that our side will move 4,000 rides per week even if we do not have the equipment (bus, sedans and taxi) or manpower to do this on a timely basis. As many drivers have said to me, even following the manifest on the estimated time, you still are late the longer the route goes. Also, this month we have seen the double-sided manifest which puts our clipboard system out the window — so save a tree. This is a safety issue and more on this later in another issue.

In closing, I again urge all drivers to observe all our hard-won breaks and 30-minute lunch break. As I have said, once the day is gone you do not ever get them back. Be safe out there with summer driving, kids and dogs.

I am still looking for articles from drivers so I can submit them to the *Bulletin*! See me if you would like to submit one.

Laidlaw Portland Public Schools

As reported by
KATHY MITCHELL



This school year has come to an end, and I would like to thank all of you at Laidlaw for giving me the opportunity to serve you. It has been a pleasure. Now it is time for me to step

aside and give someone else a chance. I would like to wish the person who is running for executive board position the best of luck. Just keep in mind, it is not about you or your position, it is how well you serve your members. I am very proud to be an ATU member. This Union has been part of my life since 1989, and what a learning experience it has been. I was trained under the best of leadership, Mr. Ron Heintzman and the late Mr. Mel Schoppert. When Mr. Al Zullo came aboard, I was already aboard. Keep in mind, you are the Union. It is as strong as you want it to be. You can't blame anyone but yourself how strong or weak the Union might be.

Stay focused and ask yourself, "What can I do to support my Union?" Your contract is your guide toward a better future. Just continue to add requests when you go to the bargaining table. I was at the table negotiating for you at your very first contract. So please don't let me down because I want what is best for you. I understand how large companies work. They are good at violating the rights of workers, breaking the labor laws and having their workers scared to speak out for themselves. This is happening all over the country. During my career, I have been involved in organizing, negotiations, grievance handling and arbitrations. I know what it is all about. All workers are supposed to be treated equally, and no favoritism should be shown in the workplace. Whether they like you or not, they hired you on so they have to deal with the decision they made. I will carry my leadership wherever I go. I did it your way; now it is time to do it my way. Have a happy summer, and goodbye to all.

TriMet Merlo Transportation

As reported by
GREG MCGREW



My term of office comes to an end on June 30. The last two-and-a-half years have been a wild ride! From Barry Wallis's sudden decision to retire until today, it has been one of

the most rewarding and, at times, challenging assignments that I have undertaken. Whatever successes I have enjoyed as your executive board officer I owe entirely to you: the bus operators, station agents, trainers and supervisors who work at Merlo Garage. Thank you.

Another milestone has passed with the retirements of Jim Finster and Tom Robbins. We shall miss their jovial personalities in the bullpen and wish them well in their new and improved lives.

Meanwhile, at TriMet, the beat goes on. Management is still firmly convinced that punishment of the operators is the best policy. Make the work miserable by increasing the run time to eliminate any recovery time or break time.

(Turn to Page 11)

ATU Local 757 Officer Reports

(From Page 2)

Put meal "breaks" at odd times, like 5:30 in the a.m. or 11:30 in the p.m. Don't provide restroom access at the end of the line in the early a.m. or late p.m. In short, treat the bus operators as sub-humans. Interlining is such a huge success that the 12s, 20s, 9s and 4s are now all guaranteed to run late. Customer satisfaction, which is frequently shared with the drivers, is at an all-time low because timely connections between runs are non-existent.

Into this maelstrom of joy and happiness arrive our new operators, fresh from their abbreviated training that did not allow them time to drive their new runs. Of course, that concept is a bit of an oxymoron. Think back to your own training and the day you started your new work. It was probably a split of some sort. A couple of runs that kept you busy for five or six hours, but it was a good introduction to the business of being a bus driver. Today, a new bus operator is immediately introduced to the joys of interlining. Being at the bottom of the seniority heap, they are doing regular relief. This means that it is not inconceivable that they will be doing ten runs a week with interlining. Welcome to TriMet! If you survive, you will get to know the system real fast!

C-TRAN/C-VAN

As reported by
ROY JENNINGS



The letter asking to open negotiations on the fixed route and paratransit operators' contract has been sent to C-TRAN. As soon as the Union receives the word as to when C-

TRAN will meet with us, I will inform the membership. If you want to be kept up to date by e-mail, contact Becki Miller and give her your e-mail address.

I know that I've said this before but apparently it needs to be said again. Last week a member was called into a manager's office for a discussion. While there, our member asked the question, "Do I need my Union officer?" The manager promptly replied with something like, "No, I don't believe so. No discipline is involved so, no, you don't need a Union officer." Our member apparently trusted this new manager because she did not ask for a Union officer. She then went on and answered all questions that were asked. She told me later that she thought that since the manager had said that no discipline would be awarded, she could say anything she wanted to. Just to make matters worse, while this member was being lied to, both Johnny Sannes and I were only a few feet away talking to other members but we were unaware that she needed our help. A few days later, both the Union and our member found out that she was going to be awarded discipline due to what was said in that meet-

ing.

So, let me say this again, please don't tie my hands. If you are called into a meeting with a supervisor and/or a manager and they ask you questions, remember that if you think discipline can be awarded due to anything you may or may not say, you have a right to a Union officer. Management may and can and often do distort the facts, and they can and will out-and-out lie to you just to get you to incriminate yourself, which is what happened in this case. At a minimum, you need to say, "I want my Union officer."

Once you have requested your Union officer, there are the only three options available to management. Labor law states that once you have requested a Union officer management must stop the meeting until Union representation is provided, end the meeting so that it may be rescheduled when a Union representative may attend or ask you to waive your Union rights. Don't let anyone convince you to give up your legal Union rights. Remember, the key here is that, if you believe that discipline can be awarded, then you need to ask for your Union officer. If the supervisor or manager states to you that no discipline will be awarded, just remember that they can and will sometimes distort the facts and/or will change their mind! Remember, ask for your Union officer if management starts to ask you questions and you think discipline can or will be given to you!

TriMet Light Rail Maintenance

As reported by
MICHAEL CONNER



Ready for summer? I know I am; nothing is better than when they fill up that vacation bank on April 1 — a great benefit provided by your Union.

Big news for the MOW group: Mark Larson announced that he would be leaving TriMet the first part of June. I am interested in seeing who will be his replacement and am hoping that relations with the new manager will be more cordial. Mark was one of my more difficult managers to deal with; however, I wish him well on his future endeavors outside of TriMet.

When TriMet complies with the contract, the Union saves money. We saw this happen after the Union filed an unfair labor practice charging that TriMet was not complying with the contract's grievance procedure. There was improvement by TriMet, which means that Union officers are able to use less Union markoff because their grievance work is paid for by TriMet. Instead of meeting with a manager to discuss a problem I can now enter into a pre-filing meeting with the District that was added through negotiations in our last contract. The

beauty of this step is by having the pre-filing meeting the District is now obligated to pay me to attend it. With smart use of the grievance process we can reduce markoff. It took a while after the contract was signed for the District and the Union to work out the language interpretation and how the pre-filing meetings would work, but even though it was a management request at the contract negotiations, I find it to be a beneficial cost cutter for the Local. Between that and having been able to bid back to days with weekends off and some other small changes, I have been able to reduce my markoff pay by over 50 percent.

Another issue that has been raised is the quality of the grievances. This is of interest to the membership as a whole because grievances that go to arbitration are expensive. Of the grievances I have filed and have been settled, a majority have had some benefit to the member that the member would not have enjoyed had no grievance been filed. Secondly, it should be said that of all the grievances filed, only one so far has resulted in a cost to the Local, and it was probably one of the least expensive of the arbitrations we see at the Local. Even after an arbitration is voted on, the Union still has processes and works to settle the issue without the use of arbitration. Remember, if you take the time to file a grievance we realize that to you it is the most important one we have in the pile, and we strive to treat it that way. Even though the District has stonewalled us on the grievances and there is a large backlog, we are working hard to get them settled every time there is an opportunity.

The ATU finance committee of which I am a part met May 5 and was able to find even more ways to save money. We made some more cuts in the budget due to the loss of dues revenue from the AMR raid. Initially, we predicted that we would not need to cut much due to AMR being a fairly high consumer of Union services, but when we really dug into it we found we needed to go deeper than we initially thought. The budget recommendations made by the finance committee will need to be approved by the executive board.

I am looking forward to summer work. Play safe.

Rogue Valley Transportation District

As reported by
TOM HENNEY



As the negotiations get ready to open again it is important that you attend our monthly Union meetings. I look forward to your input on what our current needs are as

RVTD employees at this time. You have given a lot of input so far as to what you would like to see in the new contract.

I am also looking forward to the

LERC training session on internal organizing and solidarity building that I will be attending this month.

MV Transportation

As reported by
TODD WATSON



As I was waiting outside the Lift office the other day for a grievance hearing to start, I overheard a scheduler for First Transit talking to a customer service rep about the

number of rides they must cram into the manifests per Tri-Met directive. What he said was rather scary. "Schedule as many rides as possible whether they fit or not. The cabs can handle any rides that don't fit, which is quite a large amount." Weekend ridership, especially on Saturday, has increased a lot, creating nightmare manifests. As more work is increased, the time to take breaks and lunches is decreased. Operators simply don't take them because of the time constraint. BOLI says lunches are to be taken, but the District simply ignores the problem, breaks included, and nothing is ever done. It ultimately is up to the individual operator to do this on their own. Folks, if you value your health, which is half the battle in life, you will take your breaks and lunches when needed. It is for your own good. You are the only one who knows your limitations.

I have heard from another property that TriMet is printing manifests on both sides of the pages to conserve paper. This is a safety issue here, with most operators who use clipboards will have to unclip the route sheets more often, creating more slowdowns in their routes. They will have to pull over more frequently, causing undue stress. This is a grievance waiting to happen. Please remember to vote and mail in your ballot. This is a very important election concerning all ATU members.

TriMet Center Maintenance

As reported by
CHAD MATHER



Congratulations to all Center Street facilities maintenance mechanics. Your good friend Judy Munro has agreed to give over \$1,500 for you to split. This money was the amount

management spent on labor to have a contractor do your work at the Center Street maintenance shop. You guys need to keep an eye out for this kind of stuff. I think it is going on a little more than you think.

Remember, I need volunteers for the

Union picnic. You can contact me at chad_mather@hotmail.com or my cell, 503-320-9369. I am looking forward to working with all of you.

TriMet Center Transportation

As reported by
ALAN EISENBERG



It's been the best of times and the worst. I want to first say thank you to all that I know who are sharing your lives with me. I've seen babies born and friends pass on. I've laughed and

cried. We have fought and won a lot. We've lost a few too. I've seen a wonderful company smashed and trashed, but what makes it worth it all is you folks, my reason for coming to work.

Please, please take your break. Get off that bus and go. It is very stressful to not relieve yourself and can be physically damaging, too! Keep yourself hydrated with water! Get sleep! You are number one, so take good care of yourself.

Good news! (What?) TriMet will be beginning a program to replace (not repair) all of the crappy seats that we (sadly) have to sit in.

Finally, we, the Union, which is all of us, need help. Here's how. Screw the schedule because we know that only a crazed person would try! At the end of the line, take your break. Don't speed, and let your passengers sit down.

Be well and enjoy!

TriMet Merlo Maintenance

As reported by
KEVIN KINOSHITA



As the summer heat starts getting hotter don't forget to replenish yourself with lots of fluids. It's not only at work that you need to be concerned but also for family members and

pets at home.

The vacation issue is still a problem; we have filed a grievance for this. As everyone knows, this year's vacation had a bit of a twist, and now we have to go to the grievance process. We have also filed a grievance on mechanics not getting paid at the senior mechanic's and/or the supervisor's rate. A pre-filing request has been made for the new duty that the spotters and sign-out clerks have on monitoring fuel. These positions may involve added responsibilities and possible discipline.

There was an incident at Merlo one weekend this month. It's possible that the same person who stole wheels from

(Turn to Page 12)

June Meetings

Charter

Charter members meet 7:30 p.m. Monday, June 19, in the Machinists Building, 3645 SE 32nd Ave., Portland. Charter day members meet 10 a.m. Tuesday, June 20, at Schoppert Hall, 1801 NE Couch, Portland.

Salem Transit/WHEELS

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

Lane Transit

Eugene members meet 7:30 p.m. Wednesday, June 21, and Eugene day members meet 10 a.m. Thursday, June 22, at the Woodworkers Local Lodge, 1120 South A St., Springfield.

Corvallis Laidlaw City Transit/Schools

Corvallis members meet 7:30 p.m. Thursday, June 22, at the McKenzie Conference Center, Salbasgeon Suites, 1530 NW Ninth St., Corvallis.

Rogue Valley Transportation

Medford members meet 7:30 p.m. Thursday, June 22, at the Hampton Inn, 1120 Morrow Rd., Medford.

Portland and Laidlaw School Bus Drivers

Portland school bus members are recessed for the summer. Feel free to attend the charter meetings.

C-TRAN/C-VAN

Vancouver members meet 7 p.m. Sunday, June 25, at the Laborers Hall, 2232 NE Andresen, Vancouver, Wash.

Tillamook County Transportation District

Tillamook members meet 1 p.m. Sunday, June 25, at the Odd Fellows Hall, next door to the Bay City Fire Hall in Bay City.

AMR Northwest Josephine County, Lamar Advertising, Valley Transit

See your liaison officers.

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

Zullo

(From Page 1)

We've sent a letter requesting to open negotiations early with C-TRAN. I hope that the company will want to start negotiating now.

John Harvey, Liaison Officer for WHEELS, was given a white ballot. He has done a wonderful job and will continue to be here for us. We're getting ready to go to the bargaining table; I hope that we'll get a real contract out of WHEELS this time.

Shirley Block, Executive Board Officer for TriMet monthly rated positions, I just finished reading your report for the Bulletin; stay right on Fred, Bob, and Michael. Don't ever give up!

Chad Mather, Executive Board Officer at TriMet Center Street Maintenance, has done an excellent job. He re-

ceived \$1500 for Center Street Facilities; this money is compensation for the money that management spent on labor performed by an outside contractor.

To all of the Executive Board Officers, Liaison Officers and Shop Stewards, thank you for all of your hard work. Whether you are running for office or not, we appreciate your contribution and support.

We will continue to fight with TriMet about the sign up, interlining, bad breaks, no breaks, etc. We know that you are entitled to another sign up and we've requested one. Jon Hunt is still working on that and Sam Schwarz is helping him.

I'll end my report here...next month I will say goodbye!

Hunt

(From Page 1)

are waiting to see what changes we can make before inconveniencing our members.

Talks on vacation allotment and apprentices being released from the program are scheduled with Tony Bryant on May 31. Stay tuned.

The TriMet Restroom Break ULP is scheduled to start on June 13.

Corvallis: Negotiations will start on June 20. Document requests have gone out on the City Transit contract and we cannot wait to find out how they are going to battle the ongoing short-staffing problems at the school bus.

Portland Public Schools: As we prepare for negotiations, we are still awaiting volunteers to represent our members through the Action Committee. We have had a couple of volunteers come forth but could use a couple of alternates. A reminder, please return your contract suggestion forms to Smokey or the ATU ASAP!

Lane Transit District: The EmX

vote passed and we will be waiting to see how the new concept works out. We have a nine-month experimental process.

I met with the General Manager, Mr. Pangborn, and Liaison Officer Walt Boynton; the conversation produced some action on description and location of the camera placements in all areas and the possibility of bringing a terminated employee back to work. We are still awaiting some follow through from Mr. Pangborn.

Salem: As you all know, we won the initiative but lost the majority. Unfortunately, there were not enough voters casting their ballots. We will meet with management soon to figure out where we go from here. Stay tuned and stay involved.

MV Transportation: We have a few grievances that are heading to arbitration. Clark Hart is playing hardball but what he doesn't understand is, we invented the game. I hope that we will meet and discuss the issues prior to the arbitration dates.

Officer Reports

(From Page 11)

the tire shop may have struck again. The TV from the training room was found in the stairwell, the DVD player was gone and a personal cell phone was taken from a toolbox. At Powell Garage an outside contractor was working in the shop that damaged a mechanic's tool box, did not say anything and tried to cover it up. The mechanic noticed it right away and reported it; the mechanic is still waiting to get compensated. Everyone is asked to keep an eye out for anything that seems or looks out of the ordinary.

Since the new paychecks have been instituted, there are glitches in the system. Please check your pay stubs carefully; some of the glitches are longevity pay, sick time hours and overtime pay. Dan Dygart out at Powell Garage wasn't getting his tire shop longevity pay since August of '05. He finally got the correct

amount of pay this month. This is just one example that the computer in payroll isn't catching. A good rule of thumb is to keep all of your paychecks just for this reason. If you suspect that your paycheck is incorrect, see your officer or steward so we can help you out.

Lastly, don't forget about the Union for the kids' poker run that is coming up June 10th. There is a raffle for a brand new Harley-Davidson motorcycle. Raffle tickets are still available. There will also be cash prizes for the high and low poker hands, door prizes, vendor appreciation drawing, 50/50 tickets and a chili cook-off between the trades. Everyone and all types of bikes are welcome to participate. The money collected goes to Doernbecher Children's Hospital. The poker run starts at IBEW Local 48, 15937 NE Airport Way in Portland. Registration starts between 10 and 11 a.m. with a \$10 entry fee.

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

Liaison Officers

TriMet Merlo Extra BoardSTEVE ECKLES
TriMet Center Extra BoardTERRY McMURRY
TriMet Powell Extra Board.....BRUCE DUNCAN
TriMet Ruby JunctionDOUG "SPUD" HENDERSON
TriMet ElmonicaJASON CHOI
TriMet Elmonica Maintenance.....SHAYNE JENKERSON
SAT Maintenance.....DON ELZNIC
LTD Chairman.....WALT BOYNTON
LTD SecretaryOPEN POSITION
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
C-VAN.....LARRY "BUD" WOLTER
WHEELS.....JOHN HARVEY
Tillamook County Transportation District.....PAT OSTRANDER

Retirees' Corner

The following retirees will celebrate birthdays in June: Claude E. Anderson, Gerald A. Annas, Clifford P. Archer, James V. Baldino, Victory L. Bell, Idaus Bowles, Robert W. Brunelle, A. Lynn Carter, Carl T. Caywood, John R. Chairer, Flora V. Cooke, Robert J. Corbin, **Lloyd F. Couture**, Michael C. Crist, James E. Dawes, Edward M. Desantis, Joseph W. Dobbles, Fred L. Elkins, Raymond L. Funk, Gordon D. Garrett, Grace L. Hill, Curtis A. Irwin, Vincent A. Jones, Willie J. Kelly, Helen M. Kelso, **Robert J. Moudy**, Robin D. Nelson, George R. Nelson, **Victor P. Neufeldt**, Michael S. O'Brien, Donald R. Pullen, Sylvia B. Rau, Angel M. Reyes, Herbert D. Richard, Joseph N. Riker, Sandra L. Rutz, Kenneth E. Santmyer, Joseph E. Schweitz, Zella M. Serniotti, Rodney E. Smith, Ettie L. Smith, Homer W. Staley, Earl B. Steinebach, Walter T. Storms, James W. Tindall, Jack R. VanOrman, Linda M. Wallace, **Glenn Wark**, Melvin K. Wilcox, Herbert W. Wilde and Ronald L. Yount.

Next month's regularly scheduled ATU 757 Retired Member Chapter meeting is Wednesday, July 5, 2006, at 9:30 a.m. at Westmoreland's Union Manor, 6404 SE 23rd Ave. Coffee and doughnuts will be served at 9 a.m.

