



**And so you asked...**

## Wilsonville to Beaverton commuter rail on its way



Commuter rail is getting closer to reality as service operators work toward finalization of positions and plans for operating the system.

Washington County, owner of the Wilsonville to Beaverton passenger rail service entered into a shared-use agreement with Portland and Western (P & W) Railroad, Inc in 2002.

As a condition of permitting Washington County to use its rail line and easement, P & W required that it maintain operational control of the rail line and train movements. Specifically, P & W retained hiring and supervision over train engineers and conductors, train dispatching and maintenance of way (track, signals, nongradings)

In 2005, Washington County and TriMet entered into a shared-use agreement whereby TriMet assumed overall develop-

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## ATU Local 757 Officer Reports

### TriMet Lift As reported by LES GREEN



Another month has gone by and it appears that Laidlaw is stuck in slow motion concerning any form of grievance. We have three major grievances outstanding (one for over a year and a half) but so far we have gotten only as far as step two on only one of the three.

Also, I am receiving more complaints on the overall condition of our aging bus fleet. It seems that only the major repairs are being done. If the bus has six tires (inflated) and will start, that appears to be enough to meet the new standard for both Nela management and Laidlaw. Broken seats, dirty windshields, smoking or non-working controls are the norm these days, not the exception. Many times a driver will return a bus to the yard with problems but due to the shortage of working buses the same bus will be sent out on the next shift without anyone checking it over. We do have some new buses coming in but as usual too few and too late to make any dent in the increase of ridership we are experiencing.

But getting new uniforms for the drivers is a higher priority.

In signing off we do not want to be a broken cd (record) but remember to take your breaks and do not break any traffic laws in trying to make your impossible schedule.

### TriMet Merlo Transportation As reported by BRUCE HANSEN



When we work together as a whole team and not as separate departments, we get the job done faster and smoother, with fewer hassles. As was the case with the USSC seats being placed in the 1700,1800 and the 1900 series buses. We were able to stop this temporarily until they worked out the problems with these seats. With the help of drivers, mechanics, management and the Merlo safety committee all working together we got the job done. Thanks to all who helped.

Please remember to fill out your yellow cards, this is how we can work together with Tri-Met to get our routes fixed and get the breaks we need. I know in the past we have felt nothing was being done but, if we continue to work together and to give feedback, then things will change for the better. So remember: Safety always comes first, health next, and then schedules last.

We have been successful in changing the accident appeals and review process. The last two appeals we have had more overturned than in the past, somewhere around 80 percent. Now the boards will be made up of two bus operators (required to be from different work sites), two bus trainers, MOW and Rail (when needed). Another change is, if there is a tie, then the chairperson will cast the deciding vote to split the tie.

We have had some success with the new management change, but I was told once by a wise person that there are many marriages but the honeymoons don't last.

So in closing, please remember to always be safe and take your breaks.

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



As I sit down to write this month's article, I sit here wondering what I should write about. There is so much going on. I could talk about the Fixed Route and Paratransit contract negotiations, which are currently in mediation. Or should I talk about the Administrative and Passenger Service Representative Contract or the Paratransit Dispatcher Contract which we are getting ready to start negotiating?

I could address the meeting Scott and I had with our new CEO (Jeff Hamm), at which we agreed to meet every couple of months to discuss labor issues here at C-Tran. Has anyone noticed a change here at C-TRAN, since our new CEO arrived? It sure looks to me as if Mr. Hamm is already making a difference.

I should thank our new Union Safety Officer (Joe H) for already making a difference, too! Ask Joe H about the bathrooms at the Evergreen Park and Ride some time. Thanks, Joe!

I can't begin to tell you the

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## VP's Report

By **Sam Schwarz**  
Vice President



The month of January was exciting and eventful. The snow and ice have hopefully left the Northwest until next year. I for one will not miss them.

At TriMet there are four new terminations and a gaggle of new grievances. We have made progress toward a new accident review and appeal process. We are receiving more complaints than ever on Blue Cross health care and ODS dental. Remember, our coverage did not change and will not change until we as a group

get to vote on it.

The Portland Public Schools vote to get out of the DCU resulted in a resounding yes.

Laidlaw Portland has an interim Union Executive board officer at the Portland property, Annie Tompte. Please contact her with any concerns on her cell, 503-984-9281.

We have a new group of members and they hail from Bend Oregon. I would like to welcome them aboard.

We are still working on several opened contracts, and are receiving calls from our members that there are rumors about takeovers.

**What  
IS  
this?**

The four outside pages plus Page 8 are news from and about your Union. The other 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 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



Memorandum of Agreement  
Supplemental Working and Wage Agreement (WWA) by and between Tri-County Metropolitan Transportation District of Oregon (TriMet) and Division 757, Amalgamated Transit Union, Related to

# Wilsonville - Beaverton Commuter Rail

## The Association and District agree that:

- Preamble:** The Wilsonville-Beaverton Commuter Rail passenger service ("Commuter Rail") will benefit public transportation and provide new employment opportunities for Association members. The Commuter Rail passenger service will be in addition to, and will not replace, existing TriMet service. The Association and District need to establish new job classifications for Commuter Rail work not performed by job classifications in the current WWA.
- Commuter Rail Department:** The Association and District agree that District may establish a Commuter Rail Department in which District employees represented by the Association may work in the new job classifications for Commuter Rail work as set forth and more specifically described in Appendices A and B to this Agreement.
- TriMet Staffing:** (a) TriMet will establish the position of Commuter Rail Operations Manager, which shall be a management, non-represented position; (b) Commuter Rail vehicle maintenance, inclusive of all related work at the Wilsonville maintenance facility except for plant maintenance and non-represented TriMet operations management, will be performed by the new TriMet job classification, "Commuter Rail Vehicle Maintenance Technician"; (c) Staffing of two Commuter Rail technicians, and one Commuter Rail Assistant Supervisor, will apply to the AM weekday shift, and to the PM weekday shift, for a total of six positions; (d) Commuter Rail station cleaning will be performed by adding two Rail Facilities Maintenance platform cleaner (Service Worker) positions, domiciled and supervised from the Elmonica operations facility; and (e) Other TriMet Commuter Rail maintenance functions shall be established by extending maintenance resources of existing TriMet operations to Commuter Rail, as applicable.
- Operation of Commuter Rail:** (a) Commuter Rail will operate as part of the general railroad system of transportation, and as such, is governed by regulations of the Federal Railroad Administration (FRA) (b) The Portland and Western Railroad (P&W) is the owner/operator of common carrier railroad rights along the Commuter Rail line. P&W is the entity FRA will hold responsible for compliance by all Commuter Rail personnel with FRA-required operations and maintenance rules, standards, training, and certifications, applicable to such personnel, whether or not they are P&W employees; (c) Under the Shared-Use Agreement (SUA) between Washington County and PLW, P&W has allowed Commuter Rail trains to operate on the line, subject to P&W railroad operations; (d) TriMet, as Washington County's assignee under the SUA, is to develop the Commuter Rail project and oversee the provision of service; (e) The Commuter Rail work functions that shall be performed by P&W railroad classifications are: (i) train engineers and conductors (ii) train dispatching; and (iii) maintenance of way (track, signals, grade crossings).

## Appendix A Commuter Rail Department Job Classifications (ATU-represented)

### Commuter Rail Vehicle Maintenance Technician (four positions)

**Position Summary:** Reports to Operations Manager, or Assistant Supervisor. Under minimum supervision, performs preventive maintenance inspections, repairs, troubleshooting, servicing, and interior and exterior cleaning on Commuter Rail diesel multiple unit (DMU) vehicles. Operates DMU vehicles within the Commuter Rail car shop repair/servicing track area. Performs janitor services for the DMU vehicle shop. Performs related duties as required.

**Prerequisites include:** Three years journeyworker experience as a TriMet Light Rail Vehicle Maintenance Technician, or Bus Mechanic, or an equivalent combination of experience and training; and Class "A" (CDL).

**Selection:** Applicants will enter TriMet's DMU inspection, testing and maintenance training program in order of journeyworker seniority. Appointment is contingent upon successful completion of the training program to achieve FRA-required designation as a qualified passenger equipment maintenance person.

### Assistant Supervisor, Commuter Rail Maintenance (two positions)

**Position Summary:** Reports to Operations Manager. Assists the Operations Manager in overseeing Commuter Rail vehicle maintenance activities. Acts as supervisor of Commuter Rail vehicle maintenance, during absence of the Operations Manager. Performs Commuter Rail vehicle maintenance technician duties. Performs related duties as required.

**Prerequisite:** Currently fully qualified and working as a Commuter Rail vehicle maintenance technician.

**Selection:** Applicants will be selected by examination, including demonstrated knowledge of TriMet's DMU inspection, testing and maintenance training program for FRA-required designation as a qualified passenger equipment maintenance person.

### Transfer from Commuter Rail Department

Employees in the positions of Commuter Rail Vehicle Maintenance Technician and Assistant Supervisor, Commuter Rail Maintenance may leave the Commuter Rail department and move to other bargaining unit employment in accordance with District's change of job provisions, after one year of service in the Commuter Rail department following completion of training to achieve FRA-required designation as a qualified passenger equipment maintenance person, except as agreed to otherwise by the District and the Association.

### Rail Facilities Maintenance Platform Cleaner (Service Worker) (two positions)

**Position Summary:** Same classification as Light Rail Facilities Maintenance Platform Cleaner (Service Worker). An equivalent of two

additional positions, domiciled at the Elmonica Operations Facility, will be dispatched for week-day cleaning of Commuter Rail stations and park/ride lots.

**Note:** Other TriMet-performed Commuter Rail maintenance functions including TVM maintenance, and Plant Mechanic and Landscaper support to stations, park/rides and the Wilsonville operations facility, will not be part of the Commuter Rail department, but will be furnished by extending resources of existing TriMet operations to Commuter Rail, as applicable.

## Appendix B

**Work Assignments:** Upon completion of training to achieve FRA-required designation as a qualified passenger equipment maintenance person, Commuter Rail Vehicle Maintenance Technician and Assistant Supervisor, Commuter Rail Maintenance employees will be assigned to 26-week schedules of work, in accordance with their sign ups. The District may schedule five eight-hour day workweeks and/or four 10-hour day workweeks. Commuter Rail Vehicle Maintenance Technician seniority shall prevail among Commuter Rail Vehicle Maintenance Technician and Assistant Supervisor, Commuter Rail Maintenance employees for selection of open shifts, overtime call-out, vacations, holiday time, layoffs, and recalls within their respective positions.

**Seniority:** Commuter Rail Vehicle Maintenance Technician and Assistant Supervisor, Commuter Rail Maintenance employees will concurrently earn District seniority, Commuter Rail department seniority, and seniority in the job classification, if any, from which they were transferred to the Commuter Rail department. Assistant Supervisor, Commuter Rail Maintenance employees are not statutory supervisors and will not be expected to make final decisions in hiring, firing, or employee discipline.

### Return to Department after Transfer from Department

In the event that an employee exercises transfer from the Commuter Rail department as provided in the supplemental WWA, such employee may exercise Commuter Rail seniority to return to the department at a future signup, after one year following the employee's transfer from the department. However, continuation of such returned employment in the Commuter Rail department shall be contingent upon successful retraining and re-examination to achieve FRA-required designation as a qualified passenger equipment maintenance person.

**Overtime:** Time and one-half will be paid for hours worked in excess of 10 hours on any one 10-hour shift, or in excess of eight hours on any one eight-hour shift. The District may apply the same overtime procedures practiced by the Rail Equipment Maintenance department to the Commuter Rail department.

### Operations Manager Performance of Vehicle Maintenance Work

The Commuter Rail Operations Managers may perform Commuter Rail Vehicle Maintenance Technician work

when a sufficient number of regularly scheduled and overtime call-out Technicians is not immediately available to perform such work. The parties desire to limit performance of Technician duties by the Manager as much as possible. District will keep records of the amount of such work and, upon the Association's request, share such records with the Association.

**WWA Modifications:** The following provisions of the current TriMet/ATU 757 Working and Wage Agreement ("WWA") are either modified or replaced for the Commuter Rail department, as indicated below. These modifications and replacements shall take precedence, in case of difference, over the comparable terms in the WWA then in effect.

2. The following provisions do not apply to the Commuter Rail department:

- Articles 2, 4, 5, 6 and 7;
- Article 8, except as amended by paragraph 5 below;
- Article 3, Section 1, Paragraphs 5-7 and 9;
- Article 3, Section 2;
- Article 3, Section 4, Paragraphs 1b and 1c;
- Article 3, Sections 7- 15 and 17-20; and
- Article 3, Section 16, Paragraphs e and g; and
- Supplemental WWA Relating to Rail Maintenance Contracting Out.

3. Commuter Rail Vehicle Maintenance Technician and Assistant Supervisor, Commuter Rail Maintenance employees will report to work at Commuter Rail's Wilsonville operations facility.

4. No more than one Commuter Rail Vehicle Maintenance Technician or Assistant Supervisor, Commuter Rail Maintenance employee will be authorized to take vacation on the same date(s), except that the Commuter Rail department will honor vacation times signed up for prior to transferring to the Commuter Rail department.

5. Pay Schedules (Article VIII) is hereby amended to include:

- Commuter Rail Vehicle Maintenance Technician, at the same pay rates as Bus Maintenance Journey- Level Mechanic or Light Rail Maintenance Journey LRV Mechanic
- Assistant Supervisor, Commuter Rail Maintenance, at the same pay rates as Bus Maintenance Assistant Supervisor, or Light Rail Maintenance Assistant Supervisor - LRV

6. District may issue District-furnished paging devices to Commuter Rail Vehicle Maintenance Technician and Assistant Supervisor, Commuter Rail Maintenance employees. The purpose for such devices, if used, shall be to contact employees during Commuter Rail call-out or emergency situations. When call-out is established, the District may apply the same pay/overtime procedures practiced by the Rail Equipment Maintenance department to the Commuter Rail department.

# ATU Local 757 Officer Reports

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window.

I know some of you are having running-time and lunch-break issues with the new bid. In order to address these issues, we need written documentation. We need the day, date, times you arrive and depart, and any other pertinent info you can give. Please put these also in the locked union box.

Remember to take your breaks, drink plenty of fluids and drive carefully. The running times are not your fault, you are not the cause! Obey the traffic laws. The fines you incur will not be paid by the District! Stress is a killer. Do the best you can, but not at the cost of your health. In solidarity!

## TriMet Powell Maintenance

As reported by KEVIN KINOSHITA



As everyone knows, our maintenance sign-up for the spring has been pushed up to accommodate the vacation sign-up. As with previous sign-ups, it wasn't unusual for the maintenance sign-up to be held up for an extra week or two. That in turn had a snow ball effect on the vacation sign-up. I hope that having the sign-up in February will allow everyone the opportunity to sign for their vacation before April 1. I know the helpers are ready for a sign-up; it's been almost a year.

On Jan. 20 we had our first ATU training for all officers/ liaisons and stewards. There were

many issues that were discussed as well as skits put on by the officers. The problems that we encounter with the company are nearly identical to the issues seen by other unions. We would like to have continuing training all year.

This year Powell garage tried a new style of chain to deal with the snow and ice. It was the same style that Les Schwab sells. As with many new products that are being tried for the first time, there were problems. The biggest problem was that part of the chain was coming apart. All of the "new" chains were given back to the manufacturer for redesigning. I've got to say that even though it got hectic at times, Powell maintenance crew did an outstanding job getting busses out on the road.

I attended an AFL/CIO meeting last month in Salem. The major topic was organizing and how are we going to achieve this. There are a lot of employees that do not have the same rights or benefits as we do. Those employees do not have a grievance procedure to help them when they are accused of something or their rights are violated. It's sad that in this day and age employers still use the "scare tactic" a lot when unions want to organize and help a group of employees.

We just had a mediation hearing to settle some facilities maintenance grievances. The process is informal and we try to come to an agreement with the grievant being involved. We had two mediation hearings that lasted for quite a while. Attending these hearings are a mediator/arbitrator, the grievant, the officer, a full time officer and management. If we can't settle it through the mediation process then it goes to arbitration. Then the mediator becomes the arbitrator and

his/her decision is final.

## TriMet Center Maintenance

As reported by CHAD MATHER



No report given.

## Salem Area Transit

As reported by KEN RICHINS

We should all feel so enlightened now that we have finally been trained to be good bus drivers by our illustrious management team. This last session of training must have been extremely important to somebody upstairs. The deal was that these mandatory training sessions would be set up at times when they had plenty of extra board operators so as to limit the cost of the training. However, this time around the block they were begging operators to sign the will work book so they could avoid forcing others to work overtime. Yet, at the same time, one of our members who is scheduled to retire within the month was denied a request to be excused from his training class. Salem Transit is currently in its deepest financial crises in 30 years, but they chose to pay someone overtime so Bill could go to class. Hmmm.

On an unrelated note, have you ever noticed that every time contract negotiations come around there seems to be a burning need to have mandatory roundtables or

special training? I am confident that such events are purely coincidental. One more thing, that guy who tried to make us all feel so bad about our complaint record needs to do some math. 300 complaints a year divided by 5,000,000 public contacts equals 99.99% successful customer satisfaction. That was a pretty good grade back when I was in school.

## TriMet Light Rail Transportation

As reported by MICHAEL T. OLIVER



A new sign-up begins as new LROs hit the rails. Should be a busy time with lots of alarms and bells and whistles galore but it's all for the good. For the first time in recent memory all runs will be signed and the XBoards almost so. Patience will be required by Controllers as well as the LROs during this learning period. We have eight new LROs and when that many hit the rails at the same time things happen. Good luck to all.

Warren Krupa and Hugh Overton have decided to go to PSC for the next year or so. They are an integral part of light rail and therefore will be missed, good luck. It's our good luck that George Tester will return to the XBoard at Ruby. Way to go, George.

The recent spate of inclement weather brought out the best in our operators. During the week of Jan 14-20, 2007, 40 percent of LROs hit the HOS mandate, good show by all. A milestone of sorts

was reached this month. On Feb. 8 we had the final hearing for PAs for the year 2006, and once again no one was penalized. In approximately 150 incidents involving trains and a variety of other things such as pedestrians, animals, bicyclists, cars and buses we did not pick up one PA (preventive accident). A record to be proud of and a highwater mark for the future, congrats to all.

Jonathon Hoard, T.J. Slyter, Phillip Stradley and Robert Wilmot are all proud new parents of small LRO's. Congrats to them and their wives and babies. Keep that mail a'comin to mtgbo2002@msn.com

## Portland Public Schools

As reported by RANDY SHAW



On Feb. 7, we went back to the table with the District to negotiate our contract. We opened with a speaker from VEBA who put on a presentation to the District on how to set up pretax saving accounts for each driver for future medical expenses. He explained how this was done at some other Districts along with State and County agencies across the country including right here in Multnomah County.

When this was done we got down to talking about our contract. The District told us their stand was no raises for the DCU members across the board, and

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# Trail Blazers and Northeast Coalition of Neighborhoods to hold fundraiser for Youth Gangs Program

Dinner and level 100 seat is just \$99 (\$30 of each ticket goes directly to the program)

In the continuing effort to develop secured funding for their Youth Gangs Program, the NECN and Portland Trail Blazers are working together in the spirit of unity which they hope to use as a model for future social involvement by the local business community.

The Youth Gangs Program, started in 1988 by NECN, has had

its share of funding "ups and downs" by the public sector. The program had as many as eight outreach workers but is now down to 1.5 outreach workers. The push now is to have the "buy-in" of the private sector with the expectation of building a broader base of funding and support.

It is a fact that the local business community understands and embraces the value and impact that gang intervention and prevention

has on the safety and viability of business, employees and in the community in which they operate.

Geared primarily as an event for the business community and open to all members of the community, the Trail Blazers and NECN will hold a fundraising Dinner on March 3, 2007 at the Rose Quarter facilities followed by level 100 seating (Floor level) for the game with the Sacramento Kings. The price is \$99 per person (includes dinner

and game ticket)- \$30 from the ticket sales will go directly to the Youth Gangs program, in addition to all proceeds from the scheduled silent auction.

The Northeast Coalition is excited to unite with the Trail Blazers in working to create a more positive impact in the community and a role model for our youth.

All businesses, associations, and community members are urged to participate in this event as a show

of support and celebration of our combined efforts to impact the livability of our community through youth gang prevention and intervention.

Tickets are purchased directly through the Northeast Coalition of Neighborhoods. Call Ron Laster, Board Chair at 503-287-9566 or Willie Brown, Director at 503-317-5571

Checks should be made out to: NECN/YGP Blazer Event

## March Meetings

### Charter

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

### Salem Transit/WHEELS

Salem members meet 7:30 p.m. Tuesday, March 20, at the Comfort Inn and Suites (formerly Salem Inn) 1775 Freeway Court NE, Salem.

### Lane Transit

Eugene members meet 7:30 p.m. Wednesday, March 21, and Eugene day members meet 10 a.m. Thursday, March 22, at the Woodworkers Local Lodge, 1124 South A St., Springfield.

### Corvallis Laidlaw City Transit/Schools

Corvallis members meet 7:45 p.m. Thursday, March 22, at Woodstock Pizza, 1045 NW Kings Blvd, Corvallis.

### Rogue Valley Transportation

Medford members meet 7:30 p.m. Thursday, March 22, at the Hampton Inn, 1124 Morrow Rd., Medford.

### Portland and Laidlaw School Bus Drivers

Portland school bus members meet 6 p.m. Thursday, February 22, at Rigler School, 5401 NE Prescott, Portland.

### C-TRAN/C-VAN

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

### Tillamook County Transportation District

Tillamook members meet 1:00 p.m. Sunday, March 25, 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.

# Officer Reports

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that we should go into mediation. We called for a break, and when we reconvened we informed the District of the driver's intent to withdraw from the DCU and have the ATU represent us. This caused quite a stir with the District. Their head negotiator asked whether they could try to come up with some of the money that we were looking for, and ended the meeting with his assurance that he would take it to the School Board. I want to assure all our drivers that our withdrawal from the DCU will change nothing. Medical is currently included in our work rules, and this will give us the opportunity to improve the rules, without the DCU holding us back. I want to commend our drivers for making this move to pull out of the DCU. It was scary even to me, but we were going nowhere with them, and if we are going to look to the future this was the time to make this bold move. The future is in our hands now for the first time,

not in the DCU's.

I am still hearing second hand about drivers getting disciplined, it makes it almost impossible to help you if you don't let us know you need help, a lot of times we are on a time line so the longer you wait the harder it makes it to do our job. So call us first, we can give you advice on what to do next.

### TriMet Salaried Employees

As reported by JIM FOWLER



No report given.

## Retirees' Corner

### Benefits of belonging

By Bill Wimmer

To the members of ATU 757 and retirees: We would like to inform all members of ATU 757 of the benefits of retaining membership in the Union after retirement.

As a retiree, you have the right to vote for the three full-time officers who run the Union office and do the contract negotiations and organization of new members. You also get a death benefit from the International Union provided you are a current dues-paying member. The retirees also have regular monthly meetings to keep our members informed and up to date on what is happening in our local Union as well as the International. We also have a retirees' picnic in July and a retirees' dinner in December.

So please when you are getting ready to retire contact a member of the Retirees' Chapter or the local Union office. Thank you.

The following retirees will celebrate birthdays in March: Don H. Allen, Brunhilde Aplin, Green Asberry, Steven Bardell, Tommie L. Boyd, Harold E. Buschke, William J. Carstens, Helen M. Castro, Jerry C. Chase, Homer E. Cornwell, Marilyn I. Cote, Jacques E. Craner, Rudolph Cunningham, Edward A. Dahl, Delbert O. Desper, Andrea Dobson, Donald R. Elix, Harold M. Guy, James H. Hall, Jay L. Hiatt, David L. Hoffman, Phyllis Johnstone, James E. Kelly, Albert M. Klingler, David B. Koeping, David F. Kramer, Ira L. Leeson, Dwight L. Lind, Glen M. Lyons, Phillip A. Maggs, Artha E. Malone, Kenneth T. McCandless, Darrel A. McChesney, John P. McClintock, Jon A. McWilliams, Larry L. Morgan, Jane M. Redinger, David A. Santeford, French E. Smith Jr., Larry L. Teters, Alfred D. Thomas, Stephen J. Widmer, Thelma E. Wight



Next month's regularly scheduled ATU 757 Retired Member Chapter meeting is Wednesday, April 4, 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

JONATHAN HUNT.....President-Business Representative  
SAM SCHWARZ.....Vice 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 Maintenance .....KEVIN KINOSHITA  
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 .....KENDALL GREENAWALT, JR.  
C-TRAN.....ROY JENNINGS  
Salem Area Mass Transit District.....KEN RICHINS

### Liaison Officers

TriMet Merlo Extra Board .....STEVE ECKLES  
TriMet Center Extra Board .....TERRY McMURRY  
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.....SHAYNE JENKERSON  
SAT Maintenance.....DON ELZNIC  
LTD Chairman.....DEB BITTERICH  
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 (Acting) .....SEAN GARTLAN  
Laidlaw Educ. Services (Portland School Bus) .....ANNA TOMPTE  
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 County Transp. District....PATRICIA OSTRANDER-NICE

## Hunt

(From Page 1)

ment of the passenger rail service, including maintenance of the rail cars and commuter rail stations and park/ride lots.

As a result, TriMet established a commuter rail department which will be under direction of a commuter rail operations manager. Newly created bargaining unit positions include commuter rail vehicle maintenance technician, commuter rail technicians, and commuter rail assistant supervisor.

Rail facilities maintenance platform cleaner positions will be working out of, and supervised from, the Elmonica operations facility. Other TriMet commuter rail maintenance functions shall be established by extending maintenance resources of existing TriMet operations to commuter rail.

The following supplement to the working and wage agreement relating to the Wilsonville-Beaverton commuter rail and the appendix covering ATU-represented commuter rail department job classifications outlines TriMet's new commuter rail department.

# ATU Local 757 Officer Reports

(From Page 1)

number of times I've heard from our customers or management about how great a job everyone did during January's snow and ice! But that's not new for you is it? You always do a great job!

You know I should take the time to tell you about the two days in January that Johnny Sannes and I spent in Olympia lobbying on your behalf. I probably should tell you about all the different bills that are being looked at in Olympia, like the Family Medical Leave Act. Or I could talk to you about your Medical Retirement. We really do need to do something with it, so that it's there in the future.

But instead, I think I will take a deep breath, and just go and relax. Maybe I'll fly Kathy down to Albany for lunch. I hope to see you at our Union meeting on March 25, 2007!

## WHEELS

As reported by  
**JOHN HARVEY**



The contract has been settled. I hope everyone is happy with his or her raise.

We are still dealing with drivers not receiving lunches and breaks. The Union is filing grievances and will pursue this problem. Everyone is entitled to a lunch and break within five hours of their start time. If you are not receiving lunches or breaks, please contact John Harvey or Terry Rose.

## Laidlaw Portland Public Schools

As reported by  
**ANNA TOMPTE**

Wow, what a month at LES! I guess the biggest thing on everyone's mind is the merger of LES. The rumors are really flying, and that's all they are, is rumors. Let's wait until the merger is final and the new owners take over before we jump to conclusions and do something we will be sorry for later.

We had some grievances go to arbitration in February. I'll let you know the outcome at our March Union meeting; which reminds me, we need more participation from the drivers at the meetings. It's your Union and we can't do anything without you. Along those

lines, the officers at PPS and I want to remind you that if you have a problem it's our problem too, so come talk to us before it gets too big or you forget and it is too late for us to do anything.

We have been working with the safety committee to improve safety at LES. If you don't know who to contact on the committee, get your ideas to me or any of our Shop Stewards.

We are going to have a potluck fundraiser before Spring break to raise money for our drivers out on LOAs. I am going to management to ask for a donation to get us started. Were looking for volunteers to cook up all the goodies. If you would like to volunteer, we will have a signup sheet at dispatch or if you would just like to make a cash donation there will be a can at dispatch. Remember, we never know when we could find our selves in need, so help out where you can, buy something to eat or leave some money. Either way it will be greatly appreciated.

## Rogue Valley Transportation District

As reported by  
**TOM HENNEY**



As you all are aware we are still in negotiations on the 2006-2007 contract. Hopefully by this time next month, we will be working with a signed contract.

Congratulations go out to MaryAnne Rovens on her retirement after 23 years as a coach operator.

Winter finally seems to be letting go, hopefully we will have better driving conditions for the next few months.

## MV Transportation

As reported by  
**DENNIS TONG**

On Jan. 20, Andy Brown and I attended the Local's annual training for officers and shop stewards. The day's activities provided opportunities for representatives from throughout the Local to share the successes and continuing challenges that our members are experiencing. There were inspiring testimonies about how a member's job was protected by marshalling

the resources of the Union and an expression of gratitude by an officer who was on strike last year in Lane Transit District for the support the ATU received from members of other unions.

During January's charter meeting, two proposals to amend the Local's bylaws were presented. The first, submitted by 757 Vice President Sam Schwarz, proposes that the Union initiation fee be increased (for paratransit operators from \$45 to \$75). The second, submitted with the signatures of the two liaison officers and three shop stewards representing operators at MV Transportation and Laidlaw Lift (Washington County), proposes that an Executive Board member be elected to represent the paratransit operators working at these two properties.

By the time this article is published, a "first reading" and discussion will have taken place at the Local's February monthly meetings. A "second reading" and membership vote by those in attendance will take place at the March 19 monthly meeting. The adoption of an amendment to the bylaws requires a two-thirds vote of the membership in attendance at the March charter and continuation meetings. Pay careful attention to the Union bulletin boards for more announcements relating to these issues.

Thanks to all the operators and Company staff who responded so generously to the appeal for assistance on behalf of one of our Union brothers whose wife passed away last month.

Welcome Craig Jensen, the newest member to join our operator crew.

## TriMet Center Transportation

As reported by  
**ALAN EISENBERG**



Okay, so you've heard a rumor that I'm leaving TriMet as of April 14. Well, it's true. Due to health issues, I have to leave, not that I want to, but the alternative is possibly a wheel chair. Okay, enough.

Many folks ask me, "What will we do without you?" I answer, get involved, volunteer to help with

union functions, help get out the vote, come to meetings and let your voice be heard. I hear this so many times: "Ah, the Union is *blah blah* or it doesn't do anything." Well, listen up: We, every last one of us, are what make up the Union, not "them," or "those guys," but every member. Give your support; after all it's about our future.

There is always someone to step up to the plate but they will need your support. I appreciate your thanks and support over the years but now my wonderful career at TriMess is over. Stop turning each other in to HR or management. Speak to the Union first. To the rumormongers — STOP. You folks make it bad for all of us.

I am glad to have been of service to ATU 757, and don't regret a moment. Be strong and courageous!

In brotherhood and in the memory of those that gave their lives to make our unions and country a better place, be well all!

Alan Eisenberg — proud to have represented you.

## TriMet Light Rail Maintenance

As reported by



**MICHAEL CONNER**  
No report given.

## Laidlaw Corvallis

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

No report given.

## TriMet Merlo Maintenance

As reported by  
**JEFF HUNT**



Last month we heard five grievances at Step 3. Four out of the five were settled.

For those of you who were wondering about the sign-up delay, the postponement was due to Bob Johnson coming to me with big changes on the day that the sign-up was to be posted.

The changes were not favorable for Merlo members and were caused by the fact that he had forgotten he needed to fuel 20 buses on Saturday. I spoke with Jon and we came up with some alternative solutions to address the problem.

A reminder regarding sign ups: Only the Executive Board officer can accept bid cards. If you can't make it to the sign-up, you must give your card to your executive board officer and not to a supervisor.

## TriMet Powell

As reported by  
**ROSE JORDAN-FAIRLEY**



You have all no doubt been aware of my campaign to get you to go to the Union meetings. Some have stated that I, as an

Executive Board Officer, am the union, but that is incorrect. You are the union. I will continue to keep you informed of all updated meetings and look forward to seeing you there.

I am asking all members to keep track of your loss time. I'm still continuing to fight grievances, and talk to management on contract issues.

## Lane Transit District

As reported by  
**WALT BOYNTON**



The District has hired six more drivers who began on Feb 12. Please welcome them and wish them the best. To us old-

timers, there sure are a lot of new faces at LTD. I've heard more than once from retired drivers that they don't recognize anyone anymore.

You should have your contract suggestion forms by now. Please cover only one subject per form so we can more easily sort and rank them in terms of importance to you. You will need to make copies of the blank form to do this. I will also have some extra copies if you need them. When completed, please put them in the locked union box on the counter above the mail slots across from the ops

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