



And so you asked

By **Jon Hunt** • ATU Local 757 President

New union contract at Tillamook Transit

The Tillamook County Transportation District and ATU local 757 reached a new four-year agreement that runs retroactively from July 1, 2007 through June 30, 2011. The new agreement provides for a 4 percent increase effective July 1, 2007, and 2 percent increase on July 1, 2008 and 2 percent increases every six months thereafter for the term of the agreement. An operator with five years service will see their hourly wage increase from \$14.13 to \$16.57 during the term of the agreement. A dispatcher II will see the top hourly rate increase to \$16.59 an

hour by the end of the contract.

The employer will continue to pay 100 percent for the "employee only" health, dental vision and prescription coverage, and 90 percent for dependent coverage. The employer will also continue to pay the full employee \$200 and family \$500 deductibles of the plans. The employer also agreed to create a health savings account, HRA VEBA, and contribute retroactive wage increases plus 6 percent into every employee's individual account. Employees should see around \$800- (Turn to Page 2)



VP's Report

By **Sam Schwarz** • ATU Local 757 Vice President

Last month was a very busy month, and a lot has taken place. Let's start at TriMet. We saw four new terminations and 18 new grievances. The terminations were for various reasons, and the grievances were widespread throughout the disciplines. We also had two arbitrations, and those decisions are still pending. More and more, we are getting questions on misinterpretations of the contract. As far as the extra board rules are concerned, they should be pretty clear: All the extra work goes to the extra board. We have a couple of special signups a year and if necessary, if and when the union agrees, we will supply a special signup. The summer signup will see the four-day and three-day workweek kick off.

At MV transportation, we would like to

welcome back Todd Watson. He won his arbitration with the help of Susan Stoner and her great work. Also at MV, we are getting ready to discuss the new break policy they are implementing. By the way, it is not an undisturbed break if you have to stay with the bus.

Wheels in Salem is now cross-training the dispatchers in hopes that they will do twice as much work. We demand to bargain over this, and will not sit idle while they tear down the contract.

At Wheels in Canby, there are issues over dispatch, and we hope to have them settled soon.

Congratulations to all the new retirees, and welcome to all our newest members.

Officer Reports



Merlo Transportation
As reported by
BRUCE HANSEN

This month I would like to acknowledge all of the stupid CSIs we have been receiving lately. The stupid CSIs I am referring to are the ones such as busses running late and customers complaining that drivers told them they had to pay a fare. These kind of CSIs should never get to the driver. These are just the customers that are unhappy following the rules. When you receive a CSI and they would like to talk to you, go in with your explanation of the CSI and a time slip to be paid for the CSI. Remember, you can always request your union rep to be with you when you do go in to talk with them. Just contact them directly or through the union office.

Something else has come up this month. Just a reminder to the drivers: You can tie up the bus whenever it affects the safe operation of your vehicle and/or you need to have passengers removed, i.e., screaming baby, disruptive passengers, or a verbal conflict between two passengers. When it takes your attention away from your driving, the important thing to remember is that it is your call and you are the driver, not dispatch. The decision must be based on the safe operation of the vehicle. You are the one out there driving, and you are in control of your bus.

This year, the ATU picnic will be held at Blue Lake Park. We will be looking for input and assistance from all properties and all drivers. We are going to encourage your participation and help. Please contact your union officer or the union office with any ideas you would like to pass on for this year's picnic. We are looking for ideas for the kids, music, bingo, food and anything else you would like to have input on. Contact Jeff Hunt with your ideas.

I am looking for input regarding reroutes at Beaverton TC. If you are having issues, whether it is with scheduling or something

else, then please yellow card it and put a copy of the yellow card in my box.

Remember to drive the schedule and be safe. Don't let the schedule drive you. Remember to take your breaks.



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

I was all ready to submit a different article than the one you will be reading today. The reason I changed my article was because Ron, Jon, Scott, Jill and I were in contract negotiations (mediation) with C-TRAN over our paratransit dispatchers contract today. For the life of me I can't understand why C-TRAN can't be reasonable. Why is it that we always have to fight for the smallest things, like equality and justice, during contract negotiations? Think about this: At the table on our side were the five that I've already mentioned; C-TRAN had two directors, one chief, two managers, one supervisor, one confidential technician (note taker) and C-TRAN's high priced lawyer from Seattle. Total cost to C-TRAN for today — around \$15,000. The total number of members in the bargaining unit is just eight!

I was there from 8 a.m. to just past 6 p.m. Can you believe that around 5:30 we were down to just two items?

C-TRAN believes that our paratransit dispatchers (or any members, for that matter) do not deserve a fair or just contract. Well, if we didn't know how C-TRAN felt about us before, they really let the cat out of the bag now! Everything that we agreed to today was for nothing. At the end of the day, C-TRAN made it clear that they believe that our fellow brothers and sisters didn't deserve a fair contract!

It is with great regret that I must tell you that the Union and C-TRAN reached impasse on the paratransit dispatchers contract. It has now been moved to arbitration! Please let our eight brothers and sisters know that (Turn to Page 15)

Amalgamated Transit Union - Division 757

Representing working men and women in Oregon and Washington at:

TriMet • Lane Transit District • Rogue Valley Transportation District • Portland Public Schools • Lamar Advertising Company (formerly Obie Media) • Valley Transit Association • Laidlaw Transit Services, Inc. (TriMet Lift, Portland) • American Medical Response Northwest (Josephine County) • Laidlaw Transit, Inc. (Portland Public Schools, Corvallis School District, Corvallis City Transit) • MV Transportation, Inc. • C-TRAN/C-VAN • Salem Area Transit • WHEELS • Northeast Coalition of Neighborhoods, Inc. • Tillamook County Transportation District • ATU Retired Member Chapter



What IS this?

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

May Meetings

Charter

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

Salem Transit/WHEELS

Salem members meet 7:30 p.m. Tuesday, May 20, at the West Salem Branch Public Library 395 Glen Creek Road, Salem.

Lane Transit

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

Corvallis Laidlaw City Transit/Schools

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

Rogue Valley Transportation

Medford members meet 7:30 p.m. Thursday, May 22, at the Hampton Inn, 1122 Morrow Rd., Medford.

Portland and Laidlaw School Bus Drivers

Portland School Bus members meet 6 p.m. Thursday May 22, at Rigler School, 5401 NE Prescott, Portland

C-TRAN/C-VAN

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

Tillamook County Transportation District

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

Hunt

(From Page 1)

900 deposited into their HRA VEBA accounts. HRA VEBA, a health reimbursement arrangement for public employees, is a type of health plan that reimburses out-of-pocket healthcare costs incurred by the employee, their spouse and qualified dependents. All contributions, investment earnings and withdrawals (claims) are tax free.

Under the new contract, employees agreed to give up President's Day in exchange for the day after Thanksgiving and Christmas Eve as official holidays. The new agreement also increases the maximum sick leave accrual from 240 to 280 hours. In addition, the new contract provides that once a year an employee may cash in vacation time in lieu of taking the time off, to a maximum of two weeks' accrual, provided that the employee takes at least two weeks vacation time off in the same fiscal year (July through June). Under the old agreement, employees were only able to donate sick leave to other employees who have exhausted leave time. The new contract will continue with sick leave and will also provide the opportunity for employees to donate vacation time.

The new agreement also provides for sick leave payout of 75 percent of the sick leave accrual value when an employee retires with at least 25 years of service. In addition, in the first pay period of every December, the District will pay 75 percent of the value of sick leave accruals for the calendar year if the employee has accrued the maximum sick leave accrual and has used two or fewer days of sick leave during the calendar year. For employees who have not reached the maximum sick leave accrual and have used five days or less of sick leave in the calendar year, such employee will be allowed to sell back and be paid at 100 percent of the employee's regular base rate

of pay for two days of sick leave.

The contract provision for Funeral Leave has been changed to Bereavement Leave. In addition, the new contract provides that up to five workdays shall be allowed in the event that travel in excess of 500 miles round-trip is required to attend to the family death and be at a memorial service actually attended by the employee is now. Employees who have exhausted their sick and vacation leave may receive a donation of vacation from District employees if they require extended time off for family death of a spouse or child.

There were also several other miscellaneous provisions changed in the new agreement to include breaks. Breaks are considered paid time, and if an employee does not take a 15 minute rest period due to operational reasons, the employee will nevertheless be paid straight time through the rest period as part of the regular wage, and consistent with operational requirements will be allowed a rest period at the earliest possible time later in the shift, and if the time cannot be made up, the employee will receive an additional 15 minutes of pay.

If operators are required to install snow chains, when it occurs, they shall receive \$25 dollars for installing them and \$25 for removing them under the new contract. Employees will also be able to make out-of-town lodging arrangements using the District credit card, and will be provided the applicable IRS per diem rate for full day meals. The District also agreed to continue paying 100 percent of the renewing CDL medical examination, and will reimburse up to \$95 for an examination bill performed by the employee's physician of choice, up from \$85.

There were no take-aways or losses from the previous agreement. Both parties negotiated an equitable agreement for the employees, the District and their constituents.

Quitting smoking: A guide

Reasons to Quit Smoking

We all know that using tobacco is bad for our health. There are many reasons to cut tobacco out of your life. Here are a few to keep you motivated.

1. Health Risks: Not only can smoking cause lung cancer, it is a risk factor for many other types of cancer. Smoking increases the chances of emphysema and heart attack, as well as premature wrinkling, yellow skin, and bad breath.
2. Cost: Smoking is expensive. Smokers spend significant amounts of their incomes on tobacco products, increased medical bills, and life insurance premiums.
3. Social Acceptance: Smoking is becoming more and more socially unacceptable. Workplaces, restaurants, and even friends and family are placing stricter restrictions on smoking in their environments.
4. Health of Others: Second hand smoke causes thousand of deaths each year from lung cancer and heart disease. Children and babies raised in households where there is a smoker are at increased risk of health problems.
5. Be a role model: Set a good example for others, especially young children who may look up to you.

Benefits of Quitting Over Time

After 20 minutes: Heart rate and blood pressure drop

After 12 hours: Carbon monoxide levels in blood decrease to normal

After 2 weeks-3 months: Circulation and lung function improve

After 1-9 months: Coughing and breathing problems decrease; cilia regain function to move mucus and prevent infection

After 1 year: Risk of coronary heart disease is half that of a smoker's

How to Quit

There is not 'one right way' to quit. Basic steps that should be taken to quit:

- Set a quit date. Tell your friends and family

about your quit date so they can encourage you.

- Get a support group together.
- Get rid of all cigarettes and ashtrays in your home, car, etc.
- Stock up on alternative oral substitutes, such as sugarless gum.
- Decide on a plan. Will you use nicotine replacement therapy? Will you join a support group?
- Analyze your past quitting attempts. What worked and did not work for you?

Dealing with Withdrawal

Withdrawal symptoms from nicotine are both physical and psychological. Both need to be conquered to achieve long-term success. Once you quit smoking, the physical cravings will lessen as the nicotine gradually leaves your body and you learn to function without it.

Tips to deal with the mental aspects of quitting:

- Avoid people and places that will tempt you to smoke
- Change your habits and routine
- Use other oral substitutes
- Do something to relieve stress, such as exercise or deep breathing
- Delay smoking by allowing a craving to pass

Nicotine Replacement Therapy

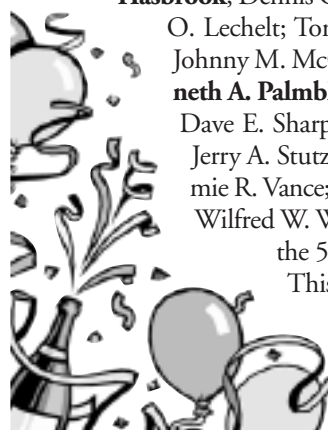
Nicotine replacement therapy (NRT) can help to relieve symptoms of withdrawal. Not all NRTs work for everyone; talk to your doctor about which may work best for you. The nicotine patch, gum, and lozenge are available over the counter and release nicotine slowly into the body. The nicotine nasal spray, inhaler, and pills, such as Zyban and Chantix are available by prescription from your doctor. The pills can often be used along with other NRTs.

For More Information

Contact a Health Coach at 1-800-433-2320

Retirees' Corner

The following retirees will celebrate birthdays in May: **Darrell W. Baker; Edward C. Becker; Barent B. Boicourt;** Leslie M. Braunbeck; James W. Britt; James L. Bryant Jr.; Arlet M. Caldwell Jr.; Melvin R. Chamberlain; Lawrence T. Collins; William H. Danforth; Ronald M. Driver; Michael A. Einhoff; Gwendolyn J. Follings; Theodore A. Fry; Norma J. Gilgan; **Joseph M. Griesenauer;** Fred L. Harris; Michael C. Harvey; **Jack K. Hasbrook;** Dennis G. Head; John D. Hodgdon Jr.; Agnes L. Johnson; Rockne O. Lechelt; Tony A. Malar; Wanda S. McClain; **Edwin H. McClincy;** Johnny M. McClintock; Robert L. Montgomery; Larry C. Nelson; **Kenneth A. Palmblad; Donald T. Pattison;** Tom R. Pousche; Jack R. Reeves; Dave E. Sharp; John Sheffield; Johnny W. Shirrell Sr.; Alan D. Smith; Jerry A. Stutzman; Eldon H. Thompson; Edmond J. Townsend; Gimmie R. Vance; **Mary M. Walker;** William L. Wascher; Peter E. Williams; Wilfred W. Wimmer; Gerald P. Worland; Judy L. Zullo. The names of the 50-year members are in bold type.



This month's regularly scheduled ATU 757 Retired Member Chapter meeting is Wednesday, May 7, 2008, 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 Officer Reports

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you support them in their fight for a fair and honorable contact, just as they supported you. Only together are we strong!



TriMet Merlo Maintenance
As reported by
JEFF HUNT

We had one pre-filing this month in Facilities Maintenance. It was about contracting out fare pedestals, i.e. ticket machines, because the work belongs in-house. A big share of the grievances that come out of Facilities Maintenance are about contracting out, and 99.9 percent of the time, the grievance is upheld.

This month I was able to settle a pending arbitration. TriMet will purchase a thermography camera. It is a camera that takes thermal images of electrical panels. You can even find water leaks with it. Also, the two grievants will each get 20 hours of pay for the work the contractor did.

TriMet and the Local set up a contracting committee of two union officers and two members of management. Mike Conner and I are representing the Union, while Rock Scott and Judy Munro are representing TriMet. I'm the chairman, and Judy is the secretary. Our goal is to reduce the number of grievances surrounding contracting out work.

It looks like PIP is making a comeback. Before I tell you what I don't like about PIP, I will tell you what I do like, which is that it is meant to offer people the opportunity to meet and discuss problems and potential solutions, and for work groups to figure out how to make a job safer and easier. These are all great ideas, but that is not what it appears to be about at TriMet. It is about how to save money by cutting jobs. Last week I went to a meeting where TriMet was looking for input from the NRV mechanics to have them do MIS work. MIS work is a clerk's job, not a mechanic's job. If they can get mechanics to do this, they will cut clerk jobs. The complaint about this is that they did not include the Union. This is a negotiated item that should have been discussed with the Union prior to any of these meetings. So be careful in your PIP meeting and ask if the Union was invited to your meeting.



TriMet Light Rail Transportation
As reported by
MICHAEL T. OLIVER

Sometimes it's hard to keep up with the changes around here: Laura Walker and Alain BarDavid got married. Honeymooned in Gay Paree and shall live happily ever after with all our good wishes. Welcome back to Chip Hash; after an extended stay in Control, he decided to let it go and come home. LRO expertise just took a significant spike and we are better off with him. Welcome to all the new troops. I lost track of where I left off with their names, so welcome one and all and enjoy your stay at Light Rail. A new class started today, so if you see a

uniformed and vested eager young face outside the window, welcome them in and show them the ropes. A little practical review will aid the top notch training they receive from Bob Lynch and Company.

Dan Stokes is taking care of both Ruby and Elmo for the time being. Contact him at Ruby, x7322 and at Elmo, x4746. If he doesn't get right back to you, cut him some slack; lots of territory to cover.

Couple of grievances in the hopper having to do with scheduling. Cleveland is not yet a relief spot, and the pay for that has to be negotiated, and splits on Sunday is something new that we do not want getting old. I'll keep you informed.

Jason Strand won the honors for being the first LRO to evacuate a train from the Banfield over the wall and on to Interstate 84. He did it Saturday afternoon the 12th of April, and did it successfully. An incident-free evacuation is top of the line, and Jason is. Congratulations.

A tip of the hat to the ladies of 1801 Couch Street. The support they give us is first class. Let me know if I can do something for you. As always, write me at mtgbo2002@msn.com



TriMet Light Rail Maintenance
As reported by
MICHAEL CONNER

How much leaner can it get and still provide service? As we get closer to Green Line construction coming to a close and Wilsonville commuter coming online, those of us who have seen service expansion before are hunkering down for the cuts to come. You would think that when the brain trust of the organization sits down and says, "Let's build," they would look beyond the construction, which lasts a few years, and wonder, "How are we going to run it for decades with only the limited resources we have?" We all should be prepared, again, for "do more with less." Just remember that the harder work will be rewarded with, guess what, more work. There will be no thanks for getting the job done. The only thanks will go to the manager who tells his peers in management that "he drove the help like mules" and got it done.

Jeff Hunt and I met with facilities management to try to create a committee to review contracting out issues. We have a joint committee already for Rail Vehicle Maintenance and Maintenance of Way. These committees work well to improve communication with management to help them understand the contract in regards to hiring outside contractors. We also have a committee for rail apprenticeships. In Facilities Maintenance, as is the case with most issues relating to what the committees deal with, these issues will have to come to the committee prior to being grieved. One example is the CCTV project and apprentices being used for it. It came to the committee and is now being grieved, as management was not willing to abide by the contract and is using apprentices in excess for production.

The Fare Department management once again is favoring productivity over safety. We have notified them that if more is not done to protect the fare techs from live circuits, we will again report this to OSHA and request an inves-

tigation.

In MOW, SOP 845 dealing with after-hour callouts is creating issues for us, but we did well on a Step 3 decision that may at first generate a lot of grievances but ultimately benefit the employees. It will, I am sure, meet further resistance from management before they comply with the decision. Even though it would be an unfair labor practice, TriMet's management seems to have trouble living up to the agreements it makes.

Speaking of cuts, it looks like the first round will be suffered by the helpers and service worker ranks, again. As we see in the new signup, the District will not be hiring at this time to fill vacant jobs, so jobs were cut.

So it begins. TriMet's unofficial mission statement: more with less... again.



TriMet Powell
As reported by
ROSE JORDAN

Greetings to the Powell operators. Oops, I missed last month's edition of the ATU 757 Bulletin, but I'm back to bring some good news. As you have all heard and seen, Cornelius Booker resigned as manager for Powell. I'm sure it came as a shock for many of you, as it did for me. Booker shared many improvements for the Powell garage, and I will carry them out to the best of my ability. Stay tuned.

So as we wait patiently for a new manager, Evelyn Warren is acting manager. In the last several months, we have gone through a transitional period where we've had no manager.

Executive Board officers are still trying to help operators with DUIs, but have been unsuccessful in returning them to work. So learn from their mistakes: Just say no, pass it up. There are no winners in these situations, only losers.

I've held several meetings with Steve Banta and Peggy Hanson regarding your concerns. I found the meetings to be very positive, with results forthcoming. There were also some discrepancies about the Gateway tie-in, but hopefully all the uncertainties have been worked out. I continue to look forward to serving you, in any way I can. Don't hesitate to call me for any assistance.

TriMet Center Transportation
As reported by
SANDY GUENGERICH

Hi everyone. I know I was not able to write you an article for the April issue, as I was on vacation getting sick. (Some vacation!) But now I am back. Since my return, I've had the privilege of sitting in on a few Step 3 and Step 2 meetings. It was the first time for me. Some of the issues I have dealt with revolve around uniforms. If you're not in uniform, they will ask for a medical note from your doctor. Make sure you get one on file.

The most confusing thing I have found on my new job is the CSI policies. It would sure be nice to have a better understanding out there

for drivers. So just remember, when you have an upset passenger, call Dispatch. Let them know you need help. Don't try to do it all behind the seat. We are here to drive safely. Even if you think you have all these years of good customer service, it still seems like that might not be good enough. Even when you have good skills and Dispatch to back you up, you still might find that the customer thinks he's right.

One thing I know is you can't please them all. Have a good one, and remember, I'm here for you!



Portland Public Schools
As reported by
RANDY SHAW

The District will be sending a team to represent us in the Regional Safety Exercise (Bus Rodeo). This year, regionals will be in Hood River, and the state exercise will be in Redmond again. With the high cost of fuel, we are still looking for sponsors to help get the team and supporters to both events. They will be holding events to raise money; they are also accepting items that can be raffled off to raise money; and of course, cash donations are always welcome. I hope the supervisors read this so they won't forget to have their checkbooks with them when we send Mama Leora around to pick up their... (what should we call it?) ... stipend or gratuity.

I have been going to these events for years, and in the past I was always embarrassed when a little district I never heard of shows up with half of the town to support them, and then we would arrive, the largest district in the state, and have one supervisor and three or four fans. A couple of years, we didn't even send a team. By raising money and supporting our team, it shows pride in what we do at PPS. Don't tell management, but I am proud of the way they have stepped up their support over the last few years, and it has been growing every year. It did take a little encouragement from Mama Leora and her committee (I think she put a contract out on them if they didn't step up).

The pride is back at PPS. The drivers are having fun with the new attendance bingo game, and now the driver supervisor has to come up with some prizes. (You had better hurry, John, I heard the girls talking about buying some rope.)

I had many complaints from drivers about their pay raise retro check. After checking them out, most of them were due to the drivers not calculating their hours or pay increase correctly, so we got them settled. Some of the drivers were wrong, and I referred to payroll to correct them.

Driver complaints were down this month, although we did have a week off for Spring break, and they had a little (and I mean a little) extra money, after taxes, in their pocket. I think they're hoping the district thinks they outsmarted us on the contract, that the drivers are all happy little campers. What's that saying? It is always calm before the storm? This month I'll get flooded with grievances, just wait and see. The supervisors will see me more than they do their own families.

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ATU Local 757 Officer Reports

(From Page 15)

Our sick bank is down. We need to build it up. Donate as many hours as you can.

Remember to save money for health premiums for over the summer.

MV Transportation

As reported by
DENNIS TONG

Over two years ago, Todd Watson — member, former shop steward and liaison officer — was discharged by the company without just cause. On April 1, the union received the arbitrator's decision on Todd's grievance: "...the grievant is to be reinstated and made whole."

Thanks to untold hours of research and preparation by Local 757 attorney Susan Stoner and her aide Catharine Alexander; relevant testimony of a witness and MV operators; and the finely crafted presentation of evidence by Ms. Stoner, justice was served. The exact amount of the monetary award is being negotiated. Todd recently told me he is settling into his current job with Portland Public Schools.

A recent meeting between Local 757 President Jon Hunt, MV General Manager Clark Hart, and the outgoing and incoming Oregon labor commissioners produced this decision regarding 10-minute rest/safety breaks: They are mandatory. Does this mean that your route manifests will have breaks scheduled into them? No. Does this mean that the operator is responsible for taking a 10-minute rest/safety break according to company policy? Yes.

Still to be resolved: Contract language to be agreed upon regarding the company's use of drive cams.

It was recently brought to my attention that the company is using a Nixon-era anti labor definition of "immediate" family member to restrict payment for bereavement leave. Clark Hart said he is willing to reconsider using this 1973 U.S. Department of Labor definition and work with the union to write a definition that is consistent with 21st-century societal values.



TriMet Center Maintenance

As reported by
CHAD MATHER

Well, we have gotten two of the five assistant supervisor jobs back. As far as the total number of budgeted mechanic positions, TriMet is still showing a decreasing trend. We have tracked this back to 2003 so far. The interesting part is that they are including apprentices as mechanics for their budgeted number of positions. We all know that apprentices are not supposed to be productive employees.

TriMet has agreed to settle all of the senior mechanic grievances at Center Street. Any one who has kept track of their time owed needs to get that information to me. It will save me a lot of my time going through pay and attendance records.

Service crews will now receive premium pay

when they are asked to perform any duties that are on a mechanic's b, c, d inspection sheet. This was a settlement made in mediation. This settlement will be retroactive one year. The amount will be \$0.25 per hour or \$2.00 per day, whichever is greater.



TriMet Salaried Employees

As reported by
JIM FOWLER

I'd like to start off with a little good news. We were able to settle the grievance involving non-bargaining unit personnel selling tickets and giving information in the lobby of the TriMet ticket office. It was agreed this work should have gone to our members, and two customer service reps from the TTO were each paid eight hours of overtime.

Things are heating up over at Streetcar. They have been expanding over the years both in service and personnel, and yet they still have not hired more superintendents, which they sorely need. Now they have hired an assistant manager, and of course the overtime is drying up and management staff appears to be doing our work. That's a fine thanks for our people who have played a huge role in making Portland Streetcar a success.

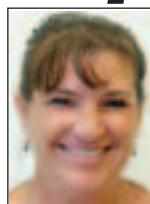
Last month, Jon, Sam, Evette, and myself held a meeting with the fare inspectors to discuss issues that are causing concern for the group. The hot topics are the four new leads and the future of the department. We are still waiting to hear when the negotiations will resume on the Wackenhut issue.

The Denise Carthern arbitration was heard on April 10, but as of the date I'm writing this, we still do not have an answer from the arbitrator. I know many of you have expressed interest in this case, so I will keep you all posted.

We have four new road supervisors who joined our ranks last month. They are Pete Miller, Annie Larsen-Duncan, Wayne Upton, and Diane O'Donnell. Congratulations and good luck to all of you.

As I talk to members in our various groups, one common issue is inadequate re-certification training. If the district thinks they are going to use discipline when we make mistakes, then we must fire back that we are not being properly trained. We keep hearing that training will be addressed, but so far there has been no action. I encourage all of you to ask for training you feel you need, and document every time you make a request for training.

In closing, as we enter those months when we have many special events and bus bridges for the Green Line construction, we need all of you to keep a watch for managers and non-bargaining unit personnel doing our work. If you see this happening, document the incident and report it to me or the union office as soon as you can.



Laidlaw PPS

As reported by
ANNA TOMPTE

Hello my sisters and brothers. Spring is here and that means only one quarter of the school year left.

I want to remind you of a previous posting here about your Weingarten Rights: Keep them close should you need them!

We now have, once again, an Accident Review Committee to review any accident or incident you may be involved in. This is your right under the contract, and we will assist you in the process. We have had a number of accidents. It is extremely important to complete all paperwork fully and to take your time and get it right (just the facts). Take it easy out there, and keep an eye on everyone and the trees too.

As your representative, I need more feedback from you, either face-to-face or an anonymous note in the union box. I need to hear from you on how to better meet your needs in regards to the union, how to improve our union contract, and so on. Help me to help us. I serve to submit any grievance and to support drivers, not to back-stab, gossip or have to do rumor control about drivers or our mechanics. If you have an issue, be constructive and allow resolution to take place. Let's unite!

We've started a drivers' relief fund, administered by drivers for drivers, to help drivers in need. Just \$1.00 per driver per month.

Let's all hang out with other drivers and get to know each other better so we can unite as a

team of drivers and mechanics. Have a great spring.



TriMet Laidlaw Lift

As reported by
LES GREEN

Well, since I am limited to what I can write about, this will be a short article this month.

We have had a series of musical chairs in lower management. I hope they will be a help, and not a stone around our drivers' necks. But I do wish them good luck in their new positions.

Now to my pet peeve of the month: Cooperation between Dispatch (paratransit main office) and drivers seems to be going downhill at an alarming rate, as I have been observing a dispatch team that needs a more positive education on the clients we drive and pick up on a daily basis. They are not just numbers on the computer screen to move around as on a chessboard. Educate Dispatch on how to handle things that come up on a driver's route and where to get the help needed for both the driver and the clients we transport. Well, enough for now. More next time.



Secy-Treas Report

By Evette Farra • Financial Secretary-Treasurer

Are you looking forward to spring weather as much as I am?

We have experienced some interesting events this last month and a half. On March 9 at about 1:30 a.m., a 10-pound rock was thrown through the large office window next to the front door. It is believed that some disgruntled transients were reacting to the bushes being removed from the back parking facility. No one entered the building after the rock, and the building's alarm system worked as intended.

I want to say "thank you" to a couple of retirees who were kind enough to donate some old treasures from TriMet's past: Rose City Transit memorabilia, old photos and monthly passes for employees, as well as wooden bus tokens and a seniority list from the 1960s. I love that kind of stuff, and plan to display as many items as I can at the office.

Our administrative assistant Taylor Stutz and I have been working many hours with Alton Reed, creator of MUMS, the Multi-Union Membership database system. For the

first time ever, our MUMS codes are in compliance with ATU International. That being said, when MUMS was first introduced by the International, our local's incentive to buy into this system was conditional. As soon as we were up and running in compliance with the International's codes, our local would receive half the cost of the program back. Now that we are in compliance, I will be asking for our "rebate."

We are relying more on higher technology in our professional duties around the union office, which requires us to do some upgrading on the equipment we use. Taylor's computer, which she uses to process and allocate membership dues, is about 10 years old. Three other office computers have been upgraded and tweaked to capacity over the years, but they're all still dinosaurs. I had our IT guy consider the four computers which need to be replaced first, then had him run specs on the best replacements for our office's needs. Four new computers have been ordered this month in preparation for existing changes in how the dues are being processed.