



(ABOVE) Roofers Local 49 Recording Secretary Sean Maybee is buried in debris.

(BELOW) Members of Roofers Local 49 re-roof the home of an injured veteran in Keizer. The soldier did three tours of military duty in the Middle East's war on terror.



# Roofers come to aid of disabled war veteran

More than a dozen members of Roofers Local 49, along with signatory contractors Anderson Roofing, Snyder Roofing, Umpqua Roofing, and Griffith Roofing, donated their skills, equipment, and materials to re-roof the home of a disabled war veteran who lives in Keizer, Oregon.

The small army of volunteers was responding to a call for assistance from the non-profit Oregon Military Support Network, which in turn was following up on an appeal by the Wounded Warriors Project to help an injured Army National Guard soldier.

The soldier, who under the program remains anonymous, was serving a third tour of duty in Afghanistan when he injured his lower pelvis jumping from a helicopter that was under mortar attack. The injury required multiple surgeries, leaving him permanently disabled.

It just so happens that Glenn Shuck, a retired executive director of Labor's Community Service Agency, now volunteers for Oregon Military Support Network. When the call for help came in, Shuck knew just where to go.

"We got a call from Glen last winter explaining the situation," said Russ Garnett, business manager of

Roofers Local 49. Garnett and Local 49 President Travis Hopkins went to the home to assess the job. They determined that, indeed, a new roof was necessary. The men patched some leaks and then, for the next five months, solicited contractors and suppliers for donations to re-roof the entire home.

On Saturday, June 22, a crew of 15 union roofers did just that. After completely tearing down the old roof, they replaced several sections of plywood sheathing that had sustained water damage before re-shingling the home. A smaller crew returned on Monday, June 24, to wrap up the punch list.

All told, the volunteers put in nearly 200 man-hours, with all of the labor and materials donated.

Garnett estimated the value of the work

was more than \$10,000.

Union members volunteering were Russ Garnett, Travis Hopkins, Darrel Hopkins Sr., Local 49 Recording Secretary Sean Maybee, Frank Rudea Jr., Frankie Rudea, Mike McGlenn, Jon Losli, Dave Hughey, Rick Samson, Jose Ceja, Robert Strother, Boris Mitusiv, Ivan Ribac, and Santos Castro.

The signatory roofing contractors, along with Malarkey Roofing Products and Woodfeathers Roofing Materials donated all the material and equipment for the job. Workers at Malarkey are members of Steelworkers Local 1689.

"It was an amazing sight to witness. The veteran and his wife and family were so appreciative ... overwhelmed, really," Shuck said.

## 7th annual Machinists' Guide Dog Dash Aug. 24

The 7th annual Guide Dog Dash motorcycle poker run will be held Saturday, Aug 24. Starting this year, the event will be re-named the Richard Martin Memorial Guide Dog Dash in remembrance of the longtime union Machinist who died last year.

The Guide Dog Dash is sponsored by Machinists Lodge 63 and IAM District W24.

Registration is at 9 a.m. at the IBEW Local 48 Union Hall, 15937 NE Airport Way, Portland. The last ride out is at 10:30 a.m. The ride will finish at Lewisville Regional Park, 26411 NE Lewisville Hwy, Vancouver (Ponderosa area).

Registration is \$25 per rider and \$10 per passenger and includes a T-shirt, food after the ride, and raffle prizes. All proceeds benefit Guide Dogs of America.

For more information, contact John Hall at 503-449-0969 or go online to [www.iamw24.org](http://www.iamw24.org).

## TriMet Fares: Questionable Decisions & Explanations

TriMet eliminated the popular Fareless Square and multi-zone pricing. It also increased and changed fares to a single flat rate. That rate is higher than fares in all major west coast cities. For example, Seattle, San Francisco, Oakland, Los Angeles and San Diego fares are less—especially for the disabled and elderly.

TriMet claims it wants to improve its service to the community. Transit experts agree that an increase in passengers is the best measure of improved transit service. What did these fare changes yield? A loss of nearly four hundred thousand passenger rides in the last year.

TriMet management justified these unpopular changes by pointing the finger at us—the people who keep the system running—your operators, dispatchers, mechanics and customer service folks. They blame the cuts on the cost of our medical insurance. As we've already stated, we expect to pay more for health insurance in the coming years. Even today, we are paying more for health insurance than TriMet management.

We decided to investigate the reasons for TriMet's negative fare changes. What we found is disturbing and indicates dishonesty.

What is disturbing is that, in 2011, TriMet managers claimed the agency had dire financial problems. At the same time, they also secretly decided to purchase a new "smart card" fare system that will be more expensive to operate. In good

financial times, that new system might be a sensible decision. Just like buying a bigger house or newer car is a sensible decision when the family budget has a comfortable surplus. But, is it sensible for a financially-strapped agency to take on a \$20+ million debt for a new technology?

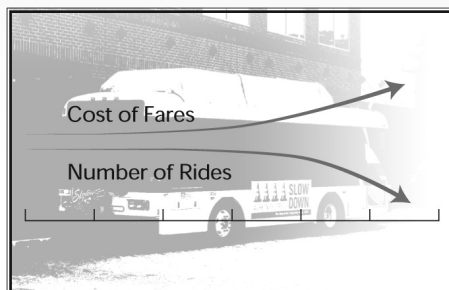
What is dishonest is that the publicly stated reason for the fare increase differs from reality. A 2011 agency internal report stated that, in order to purchase and use the new fare system, TriMet would have to eliminate Fareless Square, multi-zone pricing and raise fares.

The timing is also suspicious. General Manager McFarlane announced that, because of worker benefits, the agency will need to cut service by 11% starting in 2017. Not so coincidentally, that same 2011 internal report states that paying off the new system will cost at least \$2 million per year for 12 years, starting in...2017.

Bottom line, it appears that the drastic fare changes, fare increases, threats of future service cuts and reduced worker benefits are going to pay for TriMet's latest technology purchase. It's time the agency stopped deliberately misleading the public by chalking everything up to the cost of workers benefits.

The TriMet report, TriMet passenger data and McFarlane's statements are available at [www.transitvoice.org](http://www.transitvoice.org).

*Sincerely, Your Transit Workers*



Relationship of Fare Increases and Transit System Usage

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