

[Metro.net](#) (web)

## Resources

► [Safety](#)

► [Pressroom](#) (web)

► [Ask the CEO](#)

► [CEO Forum](#)

► [Employee Recognition](#)

► [Employee Activities](#)

► [Metro Projects](#)

► [Facts at a Glance](#)  
(web)

► [Archives](#)

► [Events Calendar](#)

► [Research Center/ Library](#)

► [Metro Classifieds](#)

► [Bazaar](#)

## Metro Info

► [30/10 Initiative](#)

► [Policies](#)

► [Training](#)

► [Help Desk](#)

► [Intranet Policy](#)

## Need e-Help?

Call the Help Desk  
at 2-4357

[Contact myMetro.net](#)

Mechanics Victoria Bright, left, of Division 5 and Marilyn Archie of Division 7 are Metro's newest female mechanics. They graduated, May 31, from the mechanics training course at Operations Central Instruction.



Photo by Bill Heard

## Women are Eligible for Metro's Mechanics Training Course

- Most recent training class graduated two women with 10 men

By REINA V. SLUTSKI

(June 6, 2006) Although some women come to Metro as qualified mechanics, most have moved up to becoming mechanics from service attendants, cleaning buses and rail cars.

"More and more, most divisions have women mechanics," says Milo Victoria, deputy executive officer, Operations. "And most of them went through the program."

The program, taught by maintenance instructors at Operations Central Instruction, is an 18-month training course set up 13 years ago by agreement between Metro and the ATU.

Offered twice during each three-year contract, the course is designed to help both male and female service attendants move up to becoming a mechanic "C". Ten men and two women graduated in the class that ended May 31.

Each person who applies for the program is required to take a test, and must pass with a minimum score of 70 percent in order to qualify.

Twelve people are selected by seniority to go for classroom instruction. For nine months, along with their normal work hours, they attend classes for four hours a day, twice a week. They are given two

books, and there are tests and homework every day of class.

**‘Accelerated program’**

“It’s a matter of dedication,” says Brian Markey, an instructor for the program. “Everybody has to make a commitment to come to class and learn, because it’s a very fast, accelerated program.”

After nine months of classroom time, the trainees go through another nine months of on-the-job training, receiving 85 percent of mechanic “C” pay. They are evaluated weekly and switch to different specialties, becoming well-rounded mechanics.

After graduating from the program, each new mechanic by seniority picks a division from those that need mechanics.

There is also a similar program for bus mechanics to become rail maintenance specialists.

**Union encourages females**

Neil Silver, president of the ATU Local 1277, the union that represents maintenance employees, encourages female members to apply for jobs as bus mechanics and rail maintenance specialists.

“It’s a hard job, but it’s also rewarding,” he says. “If you’re really interested in mechanics, in engines and new technology, do it!”

Markey says that women have tended to excel in the course of the program, most recently with two new female mechanics who have completed the training.

“The perception is ‘woman in a man’s world,’ so they try extra-hard,” he says. “But they excelled, and are well-respected after they go to divisions.”