

HONEYWELL

February 21--spoke with Joe Duchesne about a number of things on the transition. Asked what role the transition team could have in the location of the transfer offered to the employees. He indicated that there were approximately 425 employees and that there would be no layoffs of hourly wage personnel. However, some people would be asked to take a downgrade in pay (approx. 50 ??). Transfers would begin on March 17 and operations would be phased out on a week by week basis. The Transfer location would be handled much the same way as a layoff. Senior employees would be given the option of choosing the Billerica or Lawrence Plant whenever possible. When asked what role the transition committee could play in the transfers, he responded by saying that there was little opportunity for it unless we wanted to work with him in trying to match up plant needs with senior employees.

Following that we discussed the role of the committee. I told him that our office had received some feedback on not doing enough on the locational aspect of the transfer and that we were concentrating too much on bus transportation. On the Committee, Duchesne felt that most were there for window dressing. Expressed some real negativism on Kelts. He asked if there had been any follow up on the finding of a parking site for the employees and using it as a pickup point for the buses after the 90-day period.

Kelts was suppose to find a private shopping center site through the Chamber, and Coffey was suppose to deal with the City.

I spoke with both Kelts and Coffey on 2/24 and asked if they had looked into parking facilities. Both said no but that they would look into it and get back to me.

Joe and I also discussed the meeting that was suppose to take place between Martinek of the LRTA and Concannon. They had some original difficulty getting together.

February 24--Spoke with Martinek, and he was able to meet with Honeywell people on February 21. Honeywell agreed to contact the carriers who have the Billerica and Lawrence lines. The purpose is to give both the riders and carriers an idea of what things would be like after the 90 days.

I'll tell Duchesne about this and stay close to what develops between Honeywell and LRTA.

As I told you over the phone, I'm confused about what role of the committee can be.

- 1.) How do we get involved in the locational aspects of the transfer since senior employees get first crack at available options?
- 2.) How do I get Honeywell to work with the committee if they don't have any confidence in Honeywell?
- 3.) How do we let Honeywell people know that this office is trying to work with Honeywell?

4.) How do I deal with Spaneas who has the attitude that Honeywell is trying to screw his employees? (See attached letter he sent to Sheehan.) When he sent this we had already met with Honeywell people in Billerica and Lowell.

I'm not sure how serious these questions are...it could be that by the end of the week things will work themselves out. Let me know what you think. It may not be a good idea to contact Grammas. If Duchesne finds out he might think I'm trying to go over his head and pressur him on the transfer locations. Tell me what you think.