

ATU Local 587 News Review

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VOL. XXXIV, NO. 9

The President's Report

by President,
Paul J. Bachtel



State of the Union

Before we get too close to the Union election's ban on publishing anything that may be construed as endorsing potential candidates rather than praise, I want let you know about the outstanding work being performed by your elected Union Officers and rank and file members. I'm truly humbled and extremely grateful to have been elected to lead this great Local and never cease to be amazed by the passion and dedication of my fellow unionists.

Vice President J. Rick Sepolen has dedicated a great many years in service to our union. When I first met Rick, he was helping a new member understand why it wasn't in anyone's best interest to make racist comments in the workplace. Rather than responding to the comments with anger, Rick befriended this member and helped him in both his work and personal life. Like all vice president's, Rick has a few critics and has made a few mistakes, but in the end, he's an honest man who accepts responsibility for his actions and works his tail off on your behalf.

Vice President Don Mac Adam grabbed the tiger by the tail when he won election as our first 2nd Vice

President Maintenance. The truth be told, I'm really grateful to have a vice president elected from, and responsible to, maintenance. For many years I've heard maintenance members contend they weren't being fairly represented by our Local and now, with maintenance issues being hotly debated and voted upon, I expect the sense of a lack of representation will be alleviated. I'm sure if we hadn't added a maintenance vice president, we wouldn't be gaining the trust of our members in maintenance.

Financial Secretary Paul Neil pays the bills, audits the books, and provides the Executive Board with the information required to make financial decisions on behalf of our Local. The position of Financial Secretary carries with it the responsibility of insuring our financial health and although it may seem to be a rudimentary function, it's actually quite complex and requires background knowledge and understanding of labor law, our local by-laws, our International Constitution and General Laws, and Generally Accepted Accounting Practice. A review of past issues of our international magazine, *In Transit* reveals

what happens when a local elects a financial secretary not capable of doing the job; the International ATU "trustees" the local and removes the incompetent officer(s). A competent financial secretary is a prerequisite to a successful administration and I'm grateful we have Paul as our Financial Secretary.

Judy Young has only been in office a few months, but she's quickly making a name for herself. Frequently, I use to be the first one in office in the morning and/or the last one to leave in the evening. Now I'm finding Judy opening and closing the office and working hard to fulfill all of the requirements of the office of Recording Secretary. Judy is pleasure to work with, fun to pick on, and is doing an outstanding job as our Recording Secretary.

Your 18 Executive Board Officers are dedicated to serving this Local. While they are certainly a diverse group with many opposing opinions, they're all working hard on your behalf in fulfilling the duties of offices to which they were elected. If it weren't for the *News Review* space limitations, I would detail each Executive Board Officer's ac-

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The Month at a Glance

Business of the Membership

Executive Board Report

July 26, 2011

Motion by: Kevin Hendricks to recommend the union shall reject the currently proposed MOA regarding Article 22, Section 6, Paragraph O or any similar MOA, which in word or spirit revises the current language to create a force by seniority to train, qualify or pick as a Communications Coordinator. Motion carries.

Motion by: Douglas Frechin to adopt the resolution on scheduling as published in the News Review for August 2011. Motion fails.

Motion by: President Bachtel to join Sound Alliance paying \$3000.00 in annual dues. Motion carries.

Motion by: Kermit Gipson to recommend to the membership to

adopt the proposed bylaw change of Article III, Section 2; Article X, Section 3 & Article XII, Section 1,2,19. Motion passed.

Motion by: Hal Poor to recommend to the membership to adopt the proposed bylaw change of Article X, Sections 1 & 5. Motion failed.

August Pot draw winners are Paul Tefft at the Charter meeting, Tyler Zimmerman at the Morning meeting, Carol Headley at the JTA meeting, Susan Mulvihill at the Afternoon meeting. No Pot draw winner at the CTS meeting and the rolling pot was not won. The next CTS rolling pot will be \$75.00.

The following officers were present: Paul Bachtel, Rick Sepolen, Don MacAdam, Paul Neil, Judy Young, Chuck Miller, Lisa Nault, Linda Anderson, Kermit Gipson, Michael Shea, Hal Poor, Ray Campbell, Andrew Jeromsky, Patrick Stevens, Clint DeVoss, Ninus Hopkins, Eric Butler, Bob Eash and Dan Thorne. Officers not present were Ray Mason and Dee Wakenight. Michael Moore and Neal Safrin were working the Transit Operators pick.

Motion by: Michael Shea to recommend to the membership to pursue the arbitration request of Nader Ayoubi.

Motion by: Paul Neil to recommend the approval of the proposed bylaw change of Article XV, Section 1.

Motion by: Hal Poor to award an Ex-Marine \$1500 for assisting in the arrest of a member's family being assault.

Motion by: Judy Young to recommend to the membership to pursue

the arbitration request of Chris McClure.

Motion by: Andrew Jeromsky to send five members to the Puget Sound Sage 2011 Vision and Justice Awards Reception and Celebration on September 28, 2011 at a cost of \$425.00 and in addition donate to Sage as a "Unity Sponsor" at a cost of \$500.

Motion by: Ninus Hopkins to send up to three members to the Annual APTA Conference in New Orleans paying registration, travel, hotel and per diem.

Motion by: Michael Shea to poll the 1st Line Membership on a MOA change addressing the issues of forcing 1st Line in the Control Center.

Motion by: Rick Sepolen to donate \$1000 to the Puget Sound Labor Agency immediately and \$1000 to be donated during the Holiday Season.

Motion by: Ninus Hopkins to allocate up to \$1000 for Para Transit Holiday Party.

Membership Meetings:
Tentative Agenda

CHARTER MEETING
Thursday, September 1, 2011
8:00 p.m.
The Labor Temple, Hall #8
2800 1st Ave., Seattle, WA

MORNING MEETING
Friday, September 2, 2011
10:30 a.m.
The Labor Temple, Hall #6
2800 1st Ave., Seattle, WA

WEDNESDAY MEETING
Wednesday, September 14, 2011
3:30 p.m.
The Labor Temple, Hall #6
2800 1st Ave., Seattle, WA

JEFFERSON TRANSIT
Monday, September 12, 2011
7:00 p.m.
Port Townsend Rec Center
Port Townsend, WA

CLALLAM TRANSIT
Tuesday, September 13, 2011
7:00 p.m.
Vern Burton Memorial Building
Port Angeles, WA

Among Topics to be Discussed:
Grievance and Arbitration Update
Unfinished Business: None

In Loving Memory...

It is not length of life, but depth of life.

~Emerson, Ralph Waldo
(1803-1882)

Paul Hampton, a KCM Transit Operator, passed away on August 8, 2011. Brother Hampton joined the Local in December 1980 and was an active member, whom last work out of Central Base. He was 57 years old at the time of his passing.

Alan S. Baker, a KCM Transit Operator, retired in March 2011. Brother Baker joined the Local in March 1988 and last worked out of

Central Base. He passed away on August 4, 2011. He was 57 years old at the time of his passing.

Thomas H. Cecil, a KCM Transit Operator, retired in July 2011. Brother Cecil joined the Local in July 1999 and last worked out of East Base. He passed away on July 18, 2011. He was 72 years old at the time of his passing.

Please notify the union office of any member's passing so that this information may be shared with the rest of our union family.

ATU Local 587 **News Review**

Published monthly in Seattle.

Official publication of Amalgamated Transit Union Local 587, AFL-CIO, representing employees of Metro/King County, Clallam Transit, Jefferson Transit, Seattle Personal Transit, and First Transit.

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Minority Affairs Office
Vehicle Maintenance Position #1
Vehicle Maintenance Position #2
Vehicle Maintenance Position #3
Facilities Maintenance
Supervisors
Special Classifications
King County Units Outside KCM
Transit Operator Position #1
Transit Operator Position #2
Transit Operator Position #3
Transit Operator Position #4
Transit Operator Position #5
Transit Operator Position #6
Transit Operator Position #7
Transit Operator Position #8
Clallam / Jefferson County
Rail Representative

RAY CAMPBELL
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MICHAEL SHEA
ERIC BUTLER
NINUS HOPKINS
NEAL SAFRIN
MICHAEL MOORE
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LISA NAULT
ANDREW JEROMSKY
HAL POOR
LINDA ANDERSON
RAY MASON
ROBERT EASH
CHUCK MILLER

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WEINGARTEN RIGHTS STATEMENT

I request to have a union representative present on my behalf during this meeting because I believe it may lead to disciplinary action taken against me. If I am denied my right to have a union representative present, I will refuse to answer accusational questions and any I believe may lead to discipline.

Letters to the editor

Letters/contributions must include printed names, signatures, work ID numbers, addresses and phone numbers that can be verified during working hours. Letters that cannot be validated will not be published. All articles/letters are subject to editing and should be limited to 1000 words or less. Not all letters can be published due to space limitations. Cut off is the 15th of each month. Any submission from a member of Local 587 to the News Review deemed unprintable by the Recording Secretary shall be forwarded to the Executive Board for final decision to publish.

Send letters to:

Judy Young
c/o ATU Local 587
News Review
2815 Second Avenue, Suite 230
Seattle, WA 98121

September Labor History Calendar

Compiled by Bill Clifford

Sept 1

1921—The Battle of Blair Mountain, WV, starts in earnest when President Harding sent Federal troops to bust the strike. Coal company thugs drop bombs on the miners from planes on the 2nd of September.

1934—Strike begins in Woonsocket, RI, part of a national movement to obtain a minimum wage for textile workers. Lasts to the 23rd; over 420,000 workers ultimately go on strike, and three workers are killed.

1972—King County voters approve Metro takeover of Seattle Transit.

2011—Thursday, Panel: "Labor Rights and Labor History in Seattle and the Pacific Northwest" Part of the American Political Science Association Conference. WA State Convention Center, 800 Convention Place, Seattle. 10:15 AM-noon highlights local labor scholarship. For more information, visit . . .

http://www.apsanet.org/mtgs/program_2011/program.cfm?event=1553098

Sept 2

1885—Rioters attack and set fire to Chinatown in Rock Springs, Wyoming, killing 28 Chinese miners and wounding 15. Several hundred others are driven out of town and \$148,000 worth of goods are destroyed. The "Rock Springs Massacre" resulted from mounting anti-Chinese sentiment over their role as cheap labor and as strikebreakers. Although 16 white suspects were arrested and tried, all were acquitted.

1917—Attorney General Palmer secretly orders mass arrests of IWWs (Industrial Workers of the World).

Sept 4

1903—Cripple Creek, Colorado, where mine owners are trying to bust the labor union, police & deputy sheriffs are relieved of their

duties & all citizens are required to register their firearms.

1907—While the police stand by impotently, white labor in Bellingham commence a vicious riot against South Asian workers, pulling them from their jobs, trashing their bunkhouses and physically driving them to beyond the county line. In the approving words of *American Reveille*--a local newspaper--South Asians were "wiped off the city map." Religious leaders denounce the riots, but in racist terms, more in sympathy with the businessmen's need for cheap, docile labor than out of sympathy for the displaced Asians. The Chinese had been driven out of Bellingham in 1885 and racist exclusionary policies continued for decades. Bellingham remained an all-white town into the 1960s.

1921—Federal troops march up Hewitt Creek in Logan County after gaining a ceasefire in the Battle of Blair Mountain yesterday. Efforts to unionize the southern West Virginia coalfields are ended with the arrival of the 10th US Infantry.

2011—WA State Labor Education and Research Center receives 2011 Cloward-Fox Piven Award

The Washington State the New Political Science Section of the American Political Science Association (APSA) has named Labor Education and Research Center (LERC) at South Seattle Community College the 2011 recipient of the Richard Cloward and Frances Fox Piven Award. LERC successfully resisted an attack (2008-2010) by the anti-labor Landmark Legal Foundation when LERC was located at the Evergreen State College.

Landmark is waging a concerted campaign to undermine labor education programs throughout the country as one part of its attack against organized labor. They claim that the funding of labor education programs within higher education is a misuse of public funding. Here in Washington State, the mandate for

LERC and its mission was approved by the legislature in 1987 and the Washington State Auditor twice refused to comply with Landmark's requests to audit LERC. Unfortunately, Evergreen chose to comply. This audit was a baldly ideological attempt to dictate what elected officials and higher education leaders see as appropriate educational practice in service of the public interest.

In resisting the attack by Landmark, LERC mobilized a broad coalition of allies to fight for both LERC, and the broader issue of academic freedom. This award is also to the credit of the Seattle Community College District--and the South campus in particular--which has chosen to embrace LERC and its mission in the aftermath of the struggle with Landmark.

The award will be given to LERC at the APSA meeting in Seattle on Sept. 3rd. See Sept 1 for details.

Sept 4

1920—Hundreds of miners assemble on Lens Creek in West Virginia in response to rumors women and children are being killed in Logan County by the anti-union mine owners & deputy sheriffs who are on their payroll. This was a prelude to the near civil war in the coalfields. Deputy sheriffs on company payrolls ran organizers out of town and arrested and beat up union sympathizers.

1921—Federal troops march up Hewitt Creek in Logan County after gaining a ceasefire the Battle of Blair Mountain on Sept 3. Efforts to unionize the southern West Virginia coalfields end with the arrival of the 10th US Infantry.

Sept 5

2011—Labor Day: Take it easy, but take it!

Sept 6

1869—Avondale Mine disaster. One hundred and ten miners killed, suffocating in the Avondale Colliery Fire. Leads to first mine safety law in Pennsylvania.

1933—The first strike by cranberry pickers takes place in the bogs of Cape Cod. The strikers formed the Cranberry Pickers Union, but their strike was unsuccessful.

Sept 7

1916—Federal employees win the right to receive Worker's Compensation insurance.

Sept 8

1965—Strike of Filipino & Mexican farm workers against grape growers in Delano, California marks the beginning of a successful five-year strike by United Farm Workers throughout California.

Sept 9

1891—The first strike by African-American plantation workers, for \$1

a day in Georgia & Arkansas, is lost.

10 September

1919—Over 1,000 Boston police strike when 19 union leaders fired for organizing activities. When the police commissioner refused to allow Boston patrolmen to unionize, three quarters of the force went on strike, precipitating widespread looting by the citizenry.

1943—Washington state police and vigilantes chase 60 striking Filipino workers out of Yakima,

1973—Metro begins Seattle's "Magic Carpet" Service (precursor to the soon-to-be-history Free Ride Area).

Sept 11

1919—Montana Senator Henry Myers declares Boston Police strike (see 9 Sept) a prelude to Bolshevism.

1997—Indonesia outlaws unauthorized labor unions and strikes.

Sept 12

1866—During this month (exact day unknown), the Colored Caulkers' Trade Union Society of Baltimore found the first African-American trade union. Isaac Myers was the union's first president. African Americans played a dominant role in the caulking trade, and as early as 1835 there was a strike by black caulkers at the Washington Navy Yard.

1892—Founding convention of Amalgamated Association of Street Railway Employees of America (now Amalgamated Transit Union) begins in Indianapolis, IN. Fifty-two delegates from both the American Federation of Labor and the Knights of Labor attended. The new union did not immediately affiliate with either body.

1945—Ford workers in Windsor, ON, strike--leading to introduction of the Rand Formula (mandatory dues check off).

2011—Full moon. Be careful out there.

Sept 14

1930—Arrest of over 100 Mexican & Filipino farm workers for union activities, Imperial Valley, CA.

Sept 15

1892—Amalgamated Association of Street and Electric Railway Employees of America forms on third day of convention in Indianapolis, IN. Our name was changed three times before it became the Amalgamated Transit Union.

1904—Nationwide general strike begins in Italy.

1919—Massachusetts Governor and soon-to-be US President Calvin Coolidge breaks Boston police labor strike by calling out the entire state

continued on page 4

Arbitration Update

- Ray Beltran:** Grieved forced upgrade. Settlement discussions underway.
- Paul Kriskov:** Grieved suspension for alleged use of Personal Electronic Device while operating a Metro coach. Arbitrator ruled in Metro's favor upholding discipline issued. Unfair labor practice charge filed, denied, and appealed -- awaiting appeal decision.
- Marcella Nelson:** Grieved termination for alleged misuse of company funds. Scheduled November 8 and 10, 2011.
- Patricia Jackson:** Grieved termination for alleged misuse of company funds. Scheduled November 8 and 10, 2011.
- Roger Higbee:** Grieved suspension for alleged serious infraction. Schedule pending.

Nationally Standardized Training

By Bruce Tiebout

If there were national standards for bus operator training, drivers could move around the country more easily. Each agency would not have to recreate what already exists. Standards would allow training to be proactive rather than reactive. If agencies trained to what is needed, there would be savings from lower turnover and better health outcomes. Also, there would be a more accurate expectation by hiring employees of the job description.

In 2008, 63% of transit agencies stated that their greatest challenge was driver recruitment/retention. Of course the recession changed that, but quality training still is a challenge transit agencies face. The amount spent on training of bus operators in the U.S. equates to 0.75% of the amount spent on employees' salaries. The Federal Highway Administration's goal is 3% (or four times as much). Paris Transit spends 8.4% (but their pay may be very low). With that in mind, the Transportation Learning Center (TLC), out of Silver Springs, Maryland, and whose board chairman is ATU International President Larry Hanley, received a U.S. Department of Transportation grant to help develop solutions to the training problems. The goal is to make the APTA standards for "Bus Operator Level 100 Training" more specific. In June, 29 trainers, drivers, and union representatives met in Philadelphia for the first of two face-to-face meetings to give input to the TLC guidance. Lynn Riley, Training Chief, and I were chosen by the TLC and the ATU International to partake. In a round-robin discussion of current practices, I heard the following:

Bus operators have not been looked at as professionals unlike others in the transportation field such as airline pilots and train operators who don't have direct dealings with the passengers.

at as professionals unlike others in the transportation field such as airline pilots and train operators who don't have direct dealings with the passengers. of Labor grant to help develop solutions to the training problems. The goal is to make the APTA standards for "Bus Operator Level 100 Training" more specific.

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New drivers think they can talk to passengers the same way passengers talk to them.

Training is changing from safe driving to customer service.

Training also has changed since ADA requirements regarding assisting passengers and stop announcements came into play.

Training operators in "self-defense from the driver's seat" actually lowers the number of problems.

All prospective drivers should be required to ride a bus as a passenger before their application is accepted.

There is no training for dealing with passengers for whom English is a second language.

How to drive a bus should be

separate from customer service and learning the routes.

Bus operators have not been looked at as professionals unlike others in the transportation field such as airline pilots and train operators who don't have direct dealings with the passengers.

Another round-robin discussion of new driver training revealed that the length of training is all over the map ranging from three weeks to nine weeks. The longer models include much more route training. No other agency has as high a percentage of part-time as we do. Their drivers go directly from the classroom to full-time driving. Mostly they drive on extra boards, some with no split in day and night work. Thus, some drivers have to double-back from driving late at night one day then report early the next morning. I brought up the concept of "fitness for duty" which includes fatigue (see new The Book this fall). The U.S. Senate Transportation Committee is looking into laws regarding bus driver fatigue. This could be a bigger problem than drug and alcohol testing.

The group will be meeting again this fall to finalize its input.

September Labor History, continued

militia and firing all strikers.

1945—ATU NW Joint Council drops its WWII no-strike pledge. "Resolution No. 1 "Whereas, we now feel this critical period has ended, and further feeling that labor must be in an advantageous position to protect its wage scales and working conditions through this transition period, now, therefore be it resolved: That the NWJC of Motor Coach Employees rescind its former action and go on record as no longer recognizing any pledge or promise made at the time this critical war emergency period existed."

1973—First Husky Specials.

1990—Downtown Seattle transit tunnel opens on time and within 10% of budget

Sept 16

1945—43,000 oil workers strike in 20 states. This is part of an expected strike wave following the end of WWII. In the first full month after V-J Day the number of man-days lost to strikes doubled & doubled again in October. 200,000 coal miners strike on the 21st, 44,000 NW lumber workers strike, 70,000 Midwest truck drivers, 40,000 machinists in San Francisco and Oakland. East coast longshoremen struck for 19 days, flat glass workers for 102 days

and New England textile workers for 133 days. These were a prelude to the great strikes of 1945-1946. A study released in May 1946 found that "in most cases, wages during the first phase of re-conversion were inadequate for the maintenance of living standards permitted by earnings in the year preceding the Pearl Harbor attack."

1938—Washington State CIO founded.

1980—Poland: Solidarity forms a national independent labor union federation.

Sept 19

1981—300,000 march on Washington, D.C., for Solidarity Day, protesting President Reagan's social policies.

Sept 20

1934—Southern employers continue their big counter-offensive to break the textile labor strikes and agitation along the Eastern seaboard. Ten thousand National Guardsmen, supplemented by 15,000-armed deputies, join in effort to stampede 421,000 strikers back to work.

Sept 21

1896—The Colorado state militia goes to Leadville to break a miner's

strike.

Sept 22

1919—The "Great Steel Strike" begins. Ultimately, 395,000 steelworkers walk off their jobs to demand union recognition. The AFL Iron & Steel Organizing Committee calls off the strike on 8 January 1920--their goals unmet.

1945—Vietnam: A Vietminh-led anti-French general strike shuts down Saigon.

1946—4,000 workers march in Valleyfield, QC, to protest arrest of Medeliene Parent, a leader of the Dominion Textile strike.

Sept 24

1969—At 4:45 p.m., 15 minutes after the second shift had begun, United Auto Workers Local 598 Fisher Body workers take on General Motors in the longest strike by the UAW in GM history.

Sept 27

1940—President Roosevelt meets with A. Philip Randolph, president of Brotherhood of Sleeping Car Porters; Walter White, executive secretary NAACP; and T. Arnold Hill, acting secretary of the National Urban League to discuss employment discrimination, particularly desegregation of the armed forces.

Army: 5,000 Negroes out of 269,023; Navy: 4,000 out of 160,997 — employed as mess boys and laborers.

1950—President Truman orders the US Army to seize all the nation's railroads to prevent a General Strike. The railroads are not returned to their owners until two years later.

Sept 30

1885—Knights of Labor win on Wabash Railroad.

1919—Black farmers met in Elaine, AR, to establish the Progressive Farmers and Household Union to fight for better pay and higher cotton prices. They were shot at by a group of whites, and returned the fire. News of the confrontation spread and a riot ensued, leaving at least 100, perhaps several hundred blacks dead and 67 indicted for inciting violence.

1962—The National Farm Workers Association (predecessor to the United Farm Workers) forms at a convention called by Cesar Chavez in an abandoned theater in Fresno, CA. It adopted a plan for the organization of agricultural workers individually because it had no hope of negotiating contracts until it became strong enough to conduct a successful strike.

Eight Union Victories and New Kaiser Election Ordered

Submitted by Doug Frechin, Shop Steward, North Base Operations
Reprinted from *AlterNet*, titled "Eight Victories" by Eric Loomis

Eight Union Victories Progressives Should Be Watching— And Learning From

By Erik Loomis, *AlterNet*

Posted on August 10, 2011

http://www.alternet.org/story/151974/8_union_victories_progressives_should_be_watching--and_learning_from

We always hear that unions are in trouble. But that's not the whole story.

While nearly one of every three American workers were union members in 1945, today only 6.9 percent of private sector employees have union representation, a historic low. Tea Party governors like Wisconsin's Scott Walker have pushed anti-union bills through state legislatures. Wisconsin's bill stripped public employees of most of their collective bargaining rights and was the most significant direct attack against unions by a leading politician since Ronald Reagan crushed the air traffic controllers strike in 1981.

Yet despite the odds, over the past few months unions have achieved significant victories around the nation. Workers continue to fight for better wages, job security, safe workplaces, and health care, regardless of the struggles unions face. Their long-term struggles have not changed. But their success rate may be improving.

Why is this? The terrible economy may have convinced more workers that standing together with their fellow employees is the best chance they have to hold on to middle-class dreams. The less-negative media climate surrounding unions after the draconian anti-union bills in Wisconsin and Ohio may have helped.

Some of this success may also come from the structural changes within the National Labor Relations Board that have helped level the playing field for workers. President Obama has disappointed many unionists in his administration. He did not push very hard for the Employee Free Choice Act, and AFL-CIO President Richard Trumka has expressed frustration with the Democratic Party for its continued rightward tilt. But behind the scenes, Obama's appointees to the NLRB, Craig Becker and Mark Pearce, have reenergized the board, and the recent NLRB decision to expedite union elections, undermining employer attempts to intimidate workers, brought howls of protest from corporations.

Here are eight recent examples of forward momentum for organized labor:

1. Writers Guild Organizes Writers for Cable

In the past week, the Writers' Guild of America, East, has had

two significant victories. Writers at the Onion News Network television show on the Independent Film Channel successfully negotiated a collective bargaining agreement that provides retroactive pay increases, as well as pension and health insurance, to workers.

The Writers Guild has also targeted cable television writers in recent campaigns, winning victories to represent workers at Animal Planet, Food Network, National Geographic, and Travel Channel. (Read *AlterNet's* coverage of the WGA victories here.)

Lowell Peterson, executive director of the Writers Guild of America, East, said of the importance of organizing cable TV writers, "Most work in basic cable TV is nonunion so working conditions are much less favorable than in Writers Guild shops. No health or pension benefits, grueling hours at low pay. Writers and producers shuffle between companies, and the most effective way to improve conditions is to organize multiple companies at one time, so that is what we are doing. Hundreds of writers and producers are eager to join the Writers Guild because our members know what it's like to be devoted to creating the best possible content and at the same time earning a reasonable living."

2. Ikea

In late July, workers at a Danville, Virginia Ikea furniture factory voted overwhelmingly to join the International Association of Machinists and Aerospace Workers. With European companies moving factories to anti-union and relatively low-wage states in the American South, the Ikea victory is a significant step toward unionizing those workers. Ikea found its anti-union efforts hamstrung by its own image as a company whose products appeal to political progressives. Using the most draconian anti-union tactics threatened to undermine the brand.

This is an interesting paradox for Ikea. Their marketing scheme in the United States appeals to the urban consumer, often politically liberal, who sees Sweden as a democratic-socialist model. But Ikea was awful to these Virginia workers. Its workers cited low wages, mandatory overtime, long working hours, and even racism against African-American employees as reasons to join the union. This victory is also significant for its location—southern Virginia has one of the nation's lowest concentrations of union members, so a major victory here could be a sign of real change coming to the traditionally anti-union South.

3. UFCW Victories in Clothing Stores

Similarly to Ikea, sales clerks in New York branches of the Swedish clothing chain H&M joined the United Food & Commercial Workers last month. Unlike Ikea, which

has vigorously fought unions across the United States and Europe, H&M played to its progressive image by refusing to force an election after a majority of workers signed union cards. They thought it a bad marketing strategy to alienate many of their consumers to keep out a union that will barely affect the chain's bottom line.

UFCW has worked hard to expand its membership in the service economy with some significant successes. Retail workers are hard to organize because they often don't see themselves in the jobs long-term, but their working conditions are often poor and in an economy with increasingly limited options, UFCW has real opportunities to unionize these workplaces. Its affiliate union, the Retail, Wholesale, and Department Store Workers, just succeeded in organizing 1,400 workers at Filene's Basement stores and a distribution center in New York, suggesting a longer trend of success.

4. Rite-Aid

In May, workers at Rite-Aid's Southwest Distribution Center in Lancaster, California successfully organized under leadership from the Longshoremen's union (ILWU). Over 500 workers became union members with a remarkable contract for these times, ensuring annual wage increases for the three-year deal. Rite Aid engaged in classic union-busting strategies, including asking for a long delay before the union election to give them more time to intimidate workers, a tactic recently banned by Obama's NLRB. It took Rite Aid workers five years to get Rite Aid to sign a union contract, but it was a huge victory after a long and costly struggle.

5. The IWW Returns, Organizing Food Chains

The Industrial Workers of the World has seen its recent renaissance expand as it organizes restaurant chain workers. The IWW was famous for its radical unionism in the early 20th century, organizing workers the American Federation of Labor would not: women, immigrants, industrial labor, African Americans, and children. It was crushed during World War I and for most of the 20th century barely survived. But in recent years, the IWW has had successes at Starbucks, and has also pursued unionization of the sandwich chain Jimmy John's. Although the IWW narrowly lost a recent election to unionize Minneapolis Jimmy John's workers, the NLRB threw out the election results after finding intense corporate intimidation of workers.

6. Turning Up the Heat on Hyatt

Even where workers have not yet won their union battles, they have received positive publicity. Hyatt hotels, owned in part by Penny Pritzker, a close friend of President Obama, turned heat lamps on striking workers during the summer's

worst heat wave. This act of corporate malevolence from the nation's most stridently anti-union hotel chain gained national sympathy for their workers, in a struggle for improved working conditions for housekeepers that has mostly operated under the radar.

7. Even in Failure, Positives

One doesn't want to focus on losses, but even in recent defeats there are snippets of hope. Honeywell locked out workers at its Illinois uranium processing plant in order to keep out the union. After over a year, the company came to terms with its workers. It's true that the new contract forced workers to accept many concessions and that Honeywell forced the issue by convincing the Nuclear Regulatory Commission to allow scab workers to work in the nuclear industry for the first time. At the same time, the contract actually increased job numbers at the plant. Moreover, the strike gained international attention, with German and Belgian unions inviting locked-out workers to Europe to speak of Honeywell's draconian tactics. In the age of globalization, this sort of international support can have great meaning in putting transnational pressure on mobile corporations.

8. The Verizon Strike

On Sunday, the Communication Workers of America and International Brotherhood of Electrical Workers called a strike against Verizon. The phone company has demanded radical cuts to workers' benefits and refuses to negotiate. With the call for 45,000 workers to go out, this is the largest strike in the country in several years. A success here could serve as a firewall in the corporate war on workers.

The strike has turned nasty already, with workers claiming three injuries, including one woman knocked unconscious, after bosses sped past picket lines in their cars. These workers are in the traditional landline phone operations, but CWA and IBEW are hoping to use this as a springboard to organize other parts of the Verizon empire.

With all of this pretty good to great news all of a sudden, one wonders, is this coincidence? Or is it a sign of a rejuvenated labor movement ready to take on aggressive corporate attempts to destroy worker organizations in order to promote an increased profit line? It's important not to overstate the impact of the labor-led protests in Madison against Scott Walker's anti-union bill. Lowell Peterson noted, "What we witnessed in Wisconsin was very inspiring but the voting at nonfiction basic cable production companies was mostly done before the Wisconsin gov started slinging his six-gun. Organizing requires hard, patient work, and folks have to believe the union can make a

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Letters to the Editor...

About Our Salary

As a Metro Driver, I am sick to death of these writers who complain about our salaries! Would any of these individuals do a job in which they have no breaks because the schedules are so tight they can't make them? There is no time to go to the rest room and we do not have a scheduled lunch break; we do not all go to lunch at noon like 9 to 5ers.

I work 50 to 60 hours a week to make \$60,000; I get up at 3 am in the morning and work until 6 pm! I deal with some terrible customers and try to be very friendly, even when passengers are yelling or spitting on me, calling me every name in the book. With all of this, I still love my job. I have met some of the most interesting people in the world.

Would any of these people that think we don't deserve the pay we receive like a less responsible person making "\$20,000" a year, driving a sixty foot bus in traffic safely in all types of weather. When Brother Mark McLaughlin was killed on the Aurora Bridge, the public loved bus drivers and stated how important we were. Now to some, we are over-paid and anyone could do our job! Well I challenge these individuals who complained to come with me for a day or week and do what I do!

I have also been a Police Officer and driving a bus can be at times

just as stressful, you have no back up. People know you can't arrest them for their actions! The people that hate this tax are the same ones I see on a snow day. They wait for me to show up and then tell me, "I am so glad you are here to take me to work." You know, I could have been home in my house, yet I chose to get up and make my living and pick you up and am proud to do so! I love driving the people of King County around and providing the service of public transportation. I ask those who complain about what Transit Operators earn to learn all the facts before getting upset. I have been at Metro for almost 30 years and have earned the right to make that \$60,000 plus a year. There are only a few of us left in this retirement plan. The majority of drivers will not take home \$60,000 a year. They need to get their facts straight!

Robert Duncan

In Memory — 1

There was a mild uproar at North Base after operators read the article by Mr. Moore (retirement corner of August Newsletter). Roland McVay was a very well known supervisor especially with the North Base Operators and many were very upset over hearing of his death. The article written by Mr. Moore referring to McVay's memory was tasteless and unbelievably inappropriate. To

have negative issues brought up in a public newsletter after his death and when he was not able to defend himself was totally inappropriate and should not have been allowed to be printed. The struggles that he dealt with were personal to him and to those close to him and never ever should have been in our newsletter for the public to read. Please, in the future, Mr. Moore use some sensitivity when commenting on a co-worker that has died.

Ruth Wilson
Shop Steward North Base

In Memory — 2

Dear Editor:

I write in objection to columnist Bob Morgan's Column in the July

NOTICE TO ALL READERS

Views and opinions expressed in News Review articles are those of the authors and not necessarily the official position of Local 587

newsletter. Bob Morgan wrote about deceased Brother Roland McVay speaking of things that Mac handled privately. These challenges Mac dealt with did not need to be mentioned or even printed period. Shame Shame Shame.

I have now cancelled my subscription to the *Seattle Times* as President Bachtel requested. I suppose I have to cancel my subscription to the *News Review* as well.

In solidarity,
Mike Winkler # 3009 NB

SEND IN YOUR OPINIONS

Letters/contributions must include printed names, signatures, work ID numbers, addresses and phone numbers that can be verified during working hours. Letters that cannot be validated will not be published. All articles/letters are subject to editing and should be limited to 1000 words or less. Not all letters can be published due to space limitations. Cut off is the 15th of each month. Any submission from a member of Local 587 to the *News Review* deemed unprintable by the Recording Secretary shall be forwarded to the Executive Board for final decision to publish. Send letters to:

Judy Young
News Review Editor
c/o ATU Local 587
2815 Second Avenue, Suite 230
Seattle, WA 98121

Conflicts of interest often arise from a desire to do too much, and/or from being involved in decisions that the union simply should not participate in.

There are two sub-types of cases that arise out of a Union's "duty of fair representation". The first arises because a Union fails to process a Grievance in the manner set forward in the Collective Bargaining Agreement (CBA), without good reason. The second type of case stems from the actions by a Union where the Union has taken a position that is opposed to the interests of an individual or group of individuals that are represented by the union.

In the first type of case, each and every individual employee must be represented in connection with the filing or processing of a dispute under a collective bargaining agreement, in a manner that is fair and equitable for a union to meet its obligation as a representative. The union must process grievances based on "merit", not on some other arbitrary criteria. What is more, it must do so in "good faith" and without "hostility."

"Merit" in the legal context, which is the context that we must use, "refers to a claim which has a valid basis." For us, that means that a grievance has to be based in a real violation of some portion of the CBA (Contract), not something that is only unfair or unjust. There are other effective methods of dealing with the non-contractual problems.

Our CBA is a legally binding agreement between King County

Conflicts of Interest And a Union's Duty of Fair Representation

By Clint DeVoss, Executive Board Officer

and Amalgamated Transit Union, Local 587 (ATU) that sets forth the terms and conditions of employment for the members of ATU. We, as members of ATU are the "third-party" recipients of the terms of that agreement. Violations of ATU's "duty of fair representation" based only on the processing of contractual grievances can only be resolved in the manner of any other "breach of contract", which is by filing suit and working through the Courts. The bottom line is that a union cannot legally refuse to process a grievance because it just does not want to; it has to have a valid reason not to process the grievance based on "merit" or lack thereof.

The second type of "duty of fair representation" case comes into play when a union "aligns itself in interest against one or more bargaining unit employees on the basis of union membership, or some improper or invidious basis." This is the type of violation that a union commits because the people making decisions within the union do not understand that they must represent all members equally, and must avoid all situations where there is a conflict of interest. The union's duty is to the members, both individually and as a whole.

There are situations where the union must look at the greater good of the whole membership over the interests of an individual, when a union does so it must still fairly represent the individual to the best of its ability. This situation can occur when the best interests of the membership are best served by enforcing a contractual seniority system over the individual rights of one employee to have an accommodation under the Americans with Disabilities Act (ADA). The U.S. Supreme Court dealt with this issue in a case in 2002; *U.S. Airways v. Barnett*, 535 U.S. 391 (2002). The Court upheld the right to maintain the integrity of the seniority system over the right of an individual to receive an "accommodation" under ADA that violated the seniority rights of other employees. However painful this position is to an individual employee, it is both a legally correct decision and the right decision to best serve the whole membership.

What is not a good or correct course of action is for a union or its Officers is to involve themselves in the decisions of the employer (under ADA it is *solely* the employer's decision and responsibility, not the union's) to grant or not grant a

"reasonable accommodation". The Union and its Officers are required to and must represent the individual employee to the best of union's ability, while insuring that the best interests of all union members are supported. When a union does sit on both sides of the fence in the decision making process, as our union seems to have done recently, then there is an inherent conflict of interest that is to the detriment of the individual member. The union and its Officers simple cannot, in good faith, do both at the same time!

The Supreme Court in *Vaca v. Sipes*, 386 U.S. 171 (1967), found that a unions conduct toward its members must not be "arbitrary, discriminatory or in bad faith." The Federal Courts and the Public Employment Relations Commission (PERC) have embraced a three part test in determining if a union's conduct breaches the union's "duty of fair representation." In that test a union must conform to behavior that treats "all factions and segments of its membership without hostility or discrimination"; it must assert the rights of individual members with "complete good faith and honesty"; and finally, the union must "avoid arbitrary conduct."

The Supreme Court recognized that there are situations where a "reasonable accommodation" could override a seniority systems rules. When ATU, or its Officers makes the bad decision to be part of METRO's decision making process

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Binding Customer Relations

By Atlantic Base Shop Steward Chuck Lare



People for public transportation, thousands strong, have turned out to denounce King County's proposed cuts to transit. Spilling over into the streets, people for public transportation exchanged friendly greetings and generally good binding customer relations with Operators driving on 3rd Avenue at rush-hour, in front of the King County Courthouse.

In these time of severe economic decline, when people can least afford to drive, King County is proposing to take away people's transportation to healthcare, to education and to people's jobs. King County continues to tax Riders by raising fares, which are now costing many people over a \$100 per month to get to and from work. Many riders have to take two and three buses to reach their jobs. On top of an eight hour work day, add a two hour commute in each direction and some Riders are faced with a 12 hour work day, but only paid for 8. At some point it will no longer be worth it to try and get to work.

Transit workers maintaining reliable service and from behind the wheel, Drivers relate daily in conversation and spirit to their Riders' predicaments. This relating binds Riders to support Drivers, and Drivers to support Riders. These binding relationships amongst people for public transportation bolster our good fight to protect and expand public transportation. People for public transportation are focused on real solutions, not regressive tax band aides to carry politicians through the next election; not wishful thinking that the legislature will move transportation funding in front of funding for healthcare or education; not fare-hikes, route cuts, layoffs nor any other short sighted dysfunctional ideas that seek to tax more money from the least able to pay. People for public transportation are grounded in sound economic analysis.



What do YOU, as members of ATU 587 think of the following:
Stop regressive taxation by leveling the playing field with fair tax-

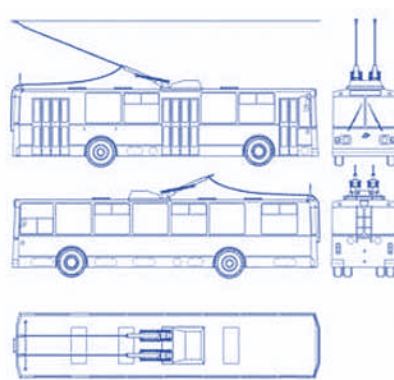
tion on exorbitant wealth, vehicle's price and/or mileage, by closing the State's 301 tax loopholes. These tax loopholes subvert all common sense, justice and principles of progressive taxation by allowing banks, wealthy and selected businesses to dodge their tax responsibilities. Stop tax dodging that unfairly puts the cost of businesses getting their workers to the job on the backs of the workers, instead of on the businesses' profits created by workers/Riders. "In 1996, Los Angeles advocacy organizations filed a civil rights lawsuit saying the transportation authority had not done enough to keep its fares low or prevent overcrowding. A consent decree mandated federal oversight for the next decade and required the system to spend \$1 billion to add new lines and more buses on existing routes." (ref. http://www.nytimes.com/2011/07/04/us/04bus.html?_r=1&nl=todaysheadlines&mc=tha23)

Chop from the Top

In these times of high unemployment, furloughs, threats of lay-offs and service cuts, does King County need to be paying salaries (before overtime) of over \$100,000 a year to over 1400 County employees (ref. King County's PDR-2010 Gross-OT-Combined-Final.xls)? Pay the County Executive \$200,000, Metro's Director \$182,000, County Councilmembers' \$133,000, set the bar at \$100,000 and restore service worth over \$20 million and restore 200,000 service hours a year. Add that \$20 million to the \$7 million annual operation cost savings by delaying the First Hill Streetcar; add to the over \$32 million ATU 587 gave up last year; add that to the \$50 million remaining of the \$105 million taken from Metro's Fleet Replacement Fund; add the \$5 to \$10 million of savings from Electric Trolley Buses over Diesel Hybrids; add savings from the expanded use of ETBs (ref. Life Cycle Cost Analysis at <http://www.wallingfordsolarinitiative.org/projects/electric-trolley-bus-jobs-initiative>); add in the efficiency savings from removing Metro's punitive management mind set of guilty until proven innocent, wasteful ride-checks that sweat the small stuff like frivolous customer complaints, stop Metro's wasteful fighting of lost grievances, and cut the bloated manager to worker ratios. When you add it all together how does the County justify their claim of a \$60 million short fall - cutting 600,000 hours of service and laying off hundreds of ATU 587 members?

Green Job Creation

"Yes we can" put people back to work, NOT lay them off. The economy is not going to fix itself. Creating jobs in a depressed economy is something King County could and should be doing, failure to create jobs is a choice, not a necessity - a choice rationalized by an ever-



shifting set of excuses. King County needs to adjust their attitude to one of: "yes we are" using the over \$200 million fleet replacement fund to purchase locally and stimulate our own economic environment. Public transportation enables commerce, jobs, and communities need robust public transportation. Local green living-wage jobs could be generated by the mere expansion of what Metro's VM already performs - one to two weeks of vehicle final assembly and significantly increase their use of local suppliers. Public transportation is the new "green trend" with a growing importance. No one questions its importance and most everyone wants more of it. Public transportation, a guaranteed market now, and into the future. Demand local green jobs through an aggressive effort to leverage

the tens of millions of dollars being spent on local transportation equipment, e.g. Electric Trolley Buses, Diesel Hybrids, Link Light Rail cars and when appropriate streetcars. The County could help to put the building trades back to work through the privately financed capital construction that generates free County electricity through the State's provided Community Solar incentive program RCW 458-20-273 (<http://www.wallingfordsolarinitiative.org/projects/community-solar-pea-patch#TOC-Funding>), e.g. bus barn roofs, parking garages, all county buildings, etc., producing enough electricity to significantly power the ETBs.

What do you think? Will these three steps, activate not thousands but tens of thousands of "People for Public Transportation", demanding protection and expansion of public transportation? Will ATU 587 Transportation Workers provide leadership for communities, riders and green job creation?

Thank you to all the Operators watching out for the People for Public Transportation on 3rd Avenue, demonstrating their support of transit and us. Great to know that the People for Public Transportation have binding solidarity with you safely, smiling, behind the wheel.

Tales From the Crypt

By Neal Safrin, Executive Board Officer

"Since when is using a comfort station not counted as paid time?"

Once again, from the depths of the dark abyss, the 1900 Vans have crawled back to the surface and their scary features can be seen and felt by all. For about a month now, they have been back in service. At the most recent Joint Safety Meeting, I brought up our members' objections to the lack of air quality testing over a sufficient time frame and a wide range of climatic conditions. Also, I protested the resumption of service in the middle of a shakeup, after many of our members had picked their work specifically because the 1900 Vans were not listed as the equipment for their route. My protests fell on deaf ears.

Sure enough, one of our members got sick while driving the van and had to call for a coach change before her headache got too bad. The coordinator informed her that another operator had called in a

day or two before with similar symptoms. These vans need to be pulled from service until testing has been done under a wide range of environmental conditions. The use of our operators as guinea pigs must stop.

In another sordid tale, one of our operators has been informed by Management that he can-not use a comfort station at the end of his run before returning to the base and put in for the unscheduled overtime. Since when is using a comfort station not counted as paid time? It seems that Metro is targeting a union activist for his filing of grievances regarding scheduling and benefits.

My hope is that this column will become a monthly feature of this newsletter. Please send any tales that you think should surface from the depths of the "Crypt" to nsafrin@comcast.net.

Good News From Your Public Relations Committee

An update from Verita Alexander, Neal Safrin, Andrew Jeromsky, and Linda Anderson, chair.

Your PR Committee has been diligently working on two fronts: addressing the Metro funding crisis and fixing the schedules. We are very happy to report substantial successes on both fronts!

Saving Metro Jobs and Service—We Did It!

By the time this update goes into print, everyone will know that the car tab fee was approved. Thanks to the combined efforts of a broad coalition of transit, environmental, and labor-friendly community groups, including your own Local 587 Officers, COPE Chair, and PR Committee the message to the King County Council was hammered home. After 587 Rank and File Members handed out thousands of leaflets at park and rides, made hundreds of phone calls, emails and letters, and testified publicly, the Council finally agreed to approve the \$20 Congestion Reduction Fee to benefit Metro Transit. As a result of this collaborative effort, we have helped prevent layoffs, reduced service cuts, and practically ensured

that there will be Part-to-Full time classes before the end of the year.

A very special thanks to the Office Staff at Local 587 who went above and beyond to help the PR Committee get our Members out with fliers in hand to the transit centers and park and rides. We couldn't have done it without their extra efforts!

We wish to thank everyone who made a phone call or gave their all to save the jobs and working conditions of their fellow brothers and sisters in ATU Local 587 and helped preserve and defend public transportation throughout King County. Working together we have achieved what was once considered impossible!

Progress Regarding the Schedules

The first goal of the "WE PUT YOUR SAFETY FIRST" campaign has been achieved. Thanks to the collaborative efforts of our drivers, the County has abandoned its goal of 125,000 hours of schedule "efficiency" cuts. By filling out green sheets, testifying at County meetings about our working conditions,

and working to rule, you and your co-workers have convinced the County to direct our scheduling department to plan NO FURTHER "EFFICIENCY" CUTS.

Now we can focus all our efforts on the original problem of un-workable run cuts and recovery times. There are still 119,000 hours that have been taken out of our schedules, leaving us with intolerable working conditions. The good news is that the County is now adopting the Regional Transit Task Force objective of "Service quality before productivity." The County's Strategic Plan priorities will now place fixing passenger overloads and making schedules reliable, ahead of productivity.

In the meantime, our existing schedules still need to be fixed, so keep up the campaign! We ask that you wear your "WE PUT YOUR SAFETY FIRST" buttons to show solidarity with your fellow Operators. Public reaction to the buttons has been positive as well, so pick yours up at your base or contact your PR Committee at prcmte@atu587.com and we will send one to you via

inter-office mail right to your base window. Wear your safety patches to show the public we are professionals who care about their safety.

Keep WORKING TO RULE! Driving safely is the only answer to these deplorable working conditions. TAKE YOUR BREAKS! Take your bathroom breaks. Get out of the seat, eat and refresh yourself. Take your "UNION 5" at the end of your runs. More and more drivers are not taking their breaks at the end of the line. Running late is not your fault! The schedules are purposely calculated for us to run late at least some of the time. It is not wrong to be late. Drive safely and don't let the stress of a bad schedule wreck your personal health and happiness. Lastly, remember to FILL OUT YOUR GREEN SHEETS, especially during the first two weeks of each shake-up. That way the information can be applied to the schedules of the next shake-up. Your PR Committee will continue to work hard for you, and we appreciate your support. Please keep putting *your* safety first.

Why We Need A CISM Team

Submitted By: Cherise Millhouse, Ryerson Base #12371

Some time ago, before I became a CISM, (Critical Incident Support Management) team member I witnessed something I will never forget.

It was on a very busy, peak period night. I was dead-heading to East Base. As I approached the northbound I405 on ramp I saw a huge box truck coming up on my left side, heading to the southbound I405 on ramp. I was going slow because of the amount of traffic and because the line going south was very heavy as well. But the box truck was flying. I was watching that truck and he was going way too fast for the traffic conditions. I could see he wasn't paying attention. The last car in the southbound lane was a small 2 door car. Before I had time to do anything, (as if I could have), the truck driver, now realized he couldn't stop—began to brake. His truck teetered from side-to-side, he had no control. Then with tremendous force, the box truck hit the little car and the truck flipped onto its side and rolled across the freeway into the median, bringing all traffic to an immediate halt.

The first responders arrived quickly, but before they arrived I remember the truck was next to me and teetering so bad I thought it was going to fall over on my bus. I moved as far right as the wall would allow, meanwhile I saw the debris from the impact and I was horrified, it moved across my vision, as if in slow-motion. Not knowing what happened to the person in the little 2-door car—I had to move on.

Needless to say, I was a traumatized wreck. I arrived at the base, almost in tears. Over the next couple of days I called the CISM hotline, set-up a meeting and got "debriefed." I know, first-hand, how much that helps. I know I am

speaking for the entire CISM team when I say how much we appreciate all the support we have received from our Local 587 Union, Metro and Sound Transit management. The funding and the support has given us educational opportunities through our monthly team meetings and through the Washington State annual CISM conference, where we have the opportunity to learn more about trauma and how we can help and support our brothers and sisters when something difficult happens to them.

Authored By: George Bridges, #3020

According to the National Highway Transportation Safety Administration website:

Year	Number of Fatalities Involving Buses — All Types Nationally
2009	221
2008	251
2007	281
2006	305
2005	280
2004	279
2003	291
2002	274
2001	292
2000	395

According to the Buses Involved in Fatal Accidents Factbook 2000, Compiled On Behalf of: The National Truck and Bus Statistics. Data Compiled By: University of Michigan Transportation Research Institute:

2000 National Bus Fatalities Statistics

In 2000, 395 fatalities involved buses. 15 of those fatalities were bus drivers, 91 were pedestrians and 9 were bicyclists.

Of the 395 fatalities:

138 (38.5%) involved a school bus

133 (37.2%) involved a transit bus

86% of bus fatalities occurred during the work week, Monday-Friday

78% of bus fatalities occurred on dry roads and "normal" weather conditions

The majority of bus-related fatalities occurred between the hours of 7:00-8:59 AM and between 3:00-4:59 PM

These statistics substantiate what all of us at Metro, Sound Transit and Local 587 already know: Bus Accidents Do Happen Some of Those Accidents Result in Fatalities Some Accidents Happen In Spite of A Driver's Best Efforts

Your CISM Team is committed to ensuring when you need us...we'll be there.

CISM Team Members: George Bridges, Jim Busby, Erin Clark (ST Rail), Linda Davidson, Esther Hankerson, Hazel Henderson (ST Rail), Donna Marcell, Cherise Millhouse, Terry Moon, Dan Uhler, Base Chief: Cheryl Washington, Clinical Supervisors: Pam Wyss & Tony Hansen

Vice President Sepolen's Report

By Rick Sepolen



Who "Owns" a Grievance?

Who owns a grievance? What? Grievances now come with certificates of ownership? Sorta. Kinda.

The issue of ownership of a grievance is often confusing to both stewards and members, who usually think that they – as individuals – are filing a grievance over some of the thousands of situations that could apply to them. Typically these range from a discharge to being overlooked for overtime to working out of classification.

A grievance, in its specific definitions, is only possible because of the collective bargaining agreement (also known as the 'contract' or 'cba') between the union and the employer. This contract is a written understanding between a collective organization (Local 587) and a collective "organization" on management's side – a corporation, company or public agency.

Since the contract involves the

union, not individual employees, only the union can file a grievance. Only an agent of the union – a steward or officer – has the authority to file, or not file, in any situation. The steward or officer decides what articles of the contract to file under and what remedies to demand.

I hear all those "Buts" being uttered. Because 587 represents private sector workers the filing of a grievance has to be handled with care. The National Labor Relations Board (NLRB) recognizes the authority of a steward or officer to refuse to file a grievance if, in the steward/officer's judgment, the case is not strong. It has been, however, a long standing practice by 587 to avoid prohibiting a member from filing on his/her own accord. Even when such a filing is against union advice.

The enforcement of the contract – all clauses for all covered workers – is the principal responsibility of

a steward and officers. That means, for example, that a grievance should be filed for any unpaid overtime. A steward not only has the right to file such a grievance but the duty. Remember, the purpose is enforcing the union contract not just getting some money for an individual member. Don't get me wrong, that does not mean a good steward won't first discuss the issue with a manager before deciding to file.

Often because the grievant has just watched the latest episode of Law and Order observing justice served in a swift, fair and fast manner he/she is expecting the same from the steward/officer. In contrast, a "normal" grievance gives a steward/officer several choices; drop it, settle it or push it through the grievance process. It is also normal for a grievant to lack any understanding of the grievance procedure – its drawn-out time frame and the risk of putting it in the hands of an

arbitrator. So a settlement can be a wise choice for the union even if the member wants to "go to the wall."

In 587 it is the officer that works out the details of a settlement agreement along with the grievant. The officer should use all of his/her skills in working out the settlement, which may be attractive for several reasons. First, and obviously, the grievance may be a stinker but there can be many other complicating factors. The attitude of the grievant is also part of the decision: some members want vengeance not justice, or may be angry at the boss *and* the union and figure the way to get back at both of them is by dragging the union through a long, expensive – and often risky – arbitration case. With careful and informed guidance by the steward and/or the officer, such efforts can be avoided and a healthy outcome can be achieved.

So who owns a grievance, the union of course.

Vice President MacAdam's Report

By Don MacAdam



Satisfaction Guaranteed or Your Old Contract Language Back!

The vote count will soon take place. Many of you appear to be enjoying having a say in your benefits and working conditions. As I have not received too many phone calls with questions about the new M.O.A.s in maintenance, I trust you have taken your new responsibility seriously and studied the information. I am looking forward to the results no matter how it turns out! As I have been forced in the past to accept Union decisions I did not agree with, I

have made sure your choice will be honored.

This will be a short article as it has been a very busy month!

What's Going On!

Metro will soon be posting for bus plant inspectors for the Orion Coaches. Under the NEW contract language.

Metro Rail was supposed to have notified us about a single training position opening, but never sent us the posted job opening so we could post it on our Union web site!

Interviews are already under way.

Metro is continuing to reduce lead spots & I cancelled the lead pick at the request of the leads. The Union will be conducting a move up for the vacant lead positions. Metro also wants to move Millwrights into Facilities (which is another demand to bargain issue as it is also a change in working conditions), Body Shop chief driving Metro Coaches? We have demanded to bargain the new time clock rules in Rail & the new V.M. computers at N.M. for

Mechanics.

3 terminations this month; 23 grievances; 1 arbitration request.

Harvey Chin retired; J. Glasgow will be retiring also.

Deceased: G. Jenkins, Jim Thompson (retired)

Chief Story: Chief fired for signing off safety related work orders! The work had not been done & or deemed not necessary by the chief! The chief was REINSTATED which angered E.M. Mechanics as quoted in the newspaper.

Eight Union Victories, continued

difference in their lives. I think we have made that case to folks."

That's absolutely true, but at the same time the climate of unionization is important. Workers have historically joined unions when the media reports positively about them and when the government plays a neutral role in union elections rather than openly supporting employers. The Republican overreach in Wis-

consin, Ohio and other traditionally pro-union states led to a great deal of attention for unions. Obama's NLRB is making a real difference in working people's lives.

But while these factors are important, the real credit goes to the people bravely risking their jobs to improve their lot and that of all workers. Workers may have tough employment prospects if they lose

their jobs through union organizing, but the increasingly desperate economy has also helped many understand that employers will not take care of them and that their best chance for a respectable paycheck lies in uniting with their fellow employees. We must work to build off these recent victories to make the labor movement a force in America again. The survival of middle-class

America depends on it.

Erik Loomis is a professor of labor and environmental history and a blogger at Lawyers, Guns and Money.

NLRB order will lead to re-run of large Kaiser election in California August 10, 2011

The Financial Secretary's Report

By Paul Neil



August 2011 Membership Meeting Report

Within hours of the announcement that Council members Jane Hague and Kathy Lambert had decided to vote for the Congestion Reduction Charge (CRC), your officers received the following e-mail from International President Larry Hanley:

"Guys,

I hear that you and a coalition flipped two Republicans and got a funding bailout.

I want to congratulate you on what looks like a great save for our members. Please send us details and perhaps a story for the website? Thanks

Larry Hanley"

It was very nice to hear from President Hanley and know that although he has 2 countries and hundreds of locals to keep track of, he made the effort to be aware of what was going on in our local way out here on the "Left" coast.

Next April 12 will be ATU Local 587's 100th Birthday! We have new

arm patches and lapel pins for this very special occasion.

Below is the report I read at the August cycle of meetings.

(as reported at the June cycle of membership meetings)

New Member Applications submitted to the ATU International in June:

In the month of July 2011, we reported 6 new members to the ATU International. Two are at First Transit and four are at King County METRO. This brings our total active membership to 4086. This is a decrease of 90 members compared this time last year when we had 4176 active members.

Bills:

All financial figures are subject to the review of the Executive Board. In July total income was \$235,921.56 which is a decrease of \$11,762.86 or 4.8% compared to last July. Over half the decrease was in initiation fees, which are down \$6750.00 or 85.2%

Per Capita payments totaled \$59,366.98 for the month, which is an increase of \$3829.88 or 6.9% over the same period last year.

Other bills for payroll, rent, legal, etc totaled \$149,690.10, which is a decrease of \$34,873.29 or 18.9% over last July. Half the decrease in expenses is last July we spent

\$17,000.00 on the ATU International Convention and assessable expenses were down \$14,000.00. This amounts to a surplus of \$26,864.48 for the month compared to a surplus of \$7,583.93 for July 2010.

As of the end of July, the figures for this year compared to last are: Income up 0.5%. Per capita's up 4.5%, all other expenses are down 4.4% and the surplus is \$99,761.41 this year versus \$50,295.92 or a 98.4% increase over last year.

My activities for the month:

- The 2010 Financial Audit is complete.

- I am now researching and taking bids on a new phone system for your Union office. The current system is about 8 years old and starting to have problems.

- The joint ATU 587 & MERRA BBQ/Cook-out is scheduled for August 28th at Luther Burbank Park on Mercer Island. I hope everyone can attend. We can always use more volunteers to help.

- On Friday July 29th, I attend a memorial service for Ron Briggs. Ron was a great person who always had a smile for everyone.

Always, make safety our first concern for our passengers, ourselves and our careers.

Good News about Metro's Schedules

By Linda Anderson, Executive Board

I'm very happy to report from the Joint Labor Management Scheduling Committee, that Metro will not be going after more schedule efficiencies. They had planned to squeeze out 125,000 hours without cuts to service. They are stopping just short of that, at 119,000 hours. The tightening of weekend schedules for this fall shakeup are the last of the "efficiency" cuts, which have substantially reduced our recovery times. There were no "efficiency" cuts to weekday schedules this fall.

The State of Washington has funded standby shuttles to help with delays due to the lane reduction on the viaduct. Call the Coordinator if you experience significant delays on the viaduct.

This still leaves us with inadequate working conditions, so how can we fix that? Fortunately, the King County Council listened to the testimony of Transit Operators, and to the recommendations of Executive Constantine's Transit Task Force, which called for putting service quality ahead of productivity. A big shout out to Carl Jackson, Streetcar Supervisor, who served on the Task Force, and to the many 587 Operators and Supervisors who testified about the lack of breaks out on the road.

The County now has a new Strategic Plan, which clearly places passenger loads and schedule reliability at the top of the priority list. This means that new investment of service hours will go first to fixing schedule and overload problems before adding new routes. Of course, even with the Congestion Reduc-

tion Charge passed by the Council, Metro's future funding is uncertain. It may be some time before the system is really expanding in a way that will allow them to fully address the schedule problems. If a permanent funding fix for Metro is not found before the car tab fee expires, we will once again be facing service cuts, in which case it is not clear whether diminishing resources would go to fixing schedules and overloads.

Metro's service performance statistics indicate that the "efficiency" cuts brought on by the Transit Audit have certainly left us with many problems to fix. Weekday On Time Performance for June 2011 was less than 75 percent, substantially below Metro's target goal of 80 percent. Ridership is climbing, and customer complaints related to late operation are up. The instances of Operators getting less than 5 minutes recovery are up—take your five and leave late! The gap between actual layovers and the layovers scheduled on paper has not improved.

What we can all do, is continue to document all schedule and overload problems. This will help identify where service needs to be added according to the County's new priorities. We also must drive safely at all times and take the 5 minutes we are entitled to, even if it means leaving the end of the line late. We have a right to use a bathroom when we need to. Protect your health, the safety of the passengers and your safe driving record. Wear your "We Put Your Safety First" buttons. If you need a button, email the 587 Public Relations Com-

mittee at prcmte@atu587.com.

Cycle time analysis and schedule adjustments will continue, but not for the purpose of making any net "efficiency" cuts. Remember that while cycle time analysis seeks to make run times more realistic from one terminal to the other, the times in between are designed to have us run late, by at least two minutes. I know, it causes problems! Don't forget we are *expected* to be late mid route on those routes that have

undergone cycle time analysis, and that time has been added in at the last two time points. It is ok to be late! It is also ok to be *early* at the last time point and the terminal.

Thanks to everyone for participating in filling out green sheets and participating in all ways in Local 587's We Put Your Safety First campaign. It's working, and it's how we, as safe and sane professional drivers, will be doing our jobs from now on.

President's Report continued

complishments.

I particularly impressed with the work of our COPE and Public Relations committees. Some of the work you see published under my name is actually the work of COPE and P.R. and I'm extremely grateful for their work and support of my presidency.

Our Local is also being supported by those who ran for office and weren't elected and many rank and file members who have volunteered their time and efforts. We established a rank and file line item in our last budget and have been utilizing the services of rank and file members on our committees and in our public actions. I'm sure many of those who have been active in union affairs will also be candidates for elected office in coming elections and will deserve serious consideration.

Serving as your president is the first job I've had where I routinely assign tasks to others who return a

work product to our Local different, and often better, than if I had done the job myself. It's a truly humbling experience and one I'm grateful to have had the opportunity to serve in. I'm proud of what we have accomplished and look forward to the rest of this term.

Ahead of us we face finding and maintaining stable funding for transit to prevent layoffs, protecting our earning power through assertive negotiation with King County in benefits bargaining, organizing the remaining non-union transit workers in King County, and working to improve layover time for Transit Operators. We're actively working on each of these tasks and with the solidarity being demonstrated by both our officers and rank and file members, we will succeed.

In solidarity,
Paul J. Bachtel
President / Business Representative

The following is the second in a series of articles I am writing for the 4th edition of our handbook guide to the union. This is in preparation for our Centennial celebration, and it will give the membership a chance to send me comments about the content.

The History of Local 587

Submitted by Andrew Jeromsky, 587 Handbook Committee Chair

The Seattle Municipal Railway

In 1919 the Seattle Municipal Railway system included 195 miles of electrified rail, 8.6 miles of cable railway, 540 streetcars and 1500 employees. Despite losing 14 million fares annually to automobiles, the city managed to increase revenues by \$400,000 during its first year. However, it was not enough to overcome the debt caused by the \$15 million purchase price. The interest on the bonds alone was

\$833,000 a year. The city tried paying it down using the city's general fund, but in 1922, S.B. Asia and "14 taxpayers" successfully sued to prevent that. Stone and Webster wasted little time in exploiting this situation and offered to forgive the debt in an attempt to take over City Light. Bertha K. Landes, Seattle's first female Mayor and John D. Ross, superintendent of Seattle City Light saw what was happening and thwarted Stone and Webster's plan. Landes, Ross, and their allies kept the streetcars running, and

in 1928 local citizens supported a bond issue that provided the railway with \$1.5 million for cars and line improvements. Seattle also elected Frank Edwards as Mayor when he claimed that he had a solution to the rail problem. He did not, and the city soon began defaulting on the bond interest payments. Seattle Electric, (which had reincorporated as Puget Sound Power & Light Company) eventually negotiated a moratorium on Seattle's debt payment, but Mayor Edwards fired Superintendent Ross. Seattle voters suspected that Edwards was working for Stone and Webster and promptly recalled him from office. His successor, John Dore, then promptly reinstated Ross.

system alive by accepting warrants (IOUs) instead of paychecks. The banks began a pattern of refusing to honor the warrants whenever the financial future of the system was in jeopardy, which was often. Most of the time only a handful of merchants were willing to cash the warrants at 80¢ on the dollar. Without the sacrifice of Local 587 members, the Seattle Municipal Transit system would have collapsed entirely.

In 1935 the city council asked PSP&L to consider reducing the debt by 50% in exchange for a cash settlement. The city planned to get the money by applying to the Reconstruction Finance Corporation, one of President Roosevelt's New Deal programs. PSP&L refused to consider the offer unless the city managed to raise the money without Federal aid. This may have been an attempt by Stone and Webster to try and wreck the city's finances and take over even more of the local utilities. At the same time, General Motors, then a notoriously anti-union company, was trying to gain control of the transit industry by buying up properties and forcing them to buy GM manufactured coaches.

The city responded by hiring engineers from New York's John C. Beeler Organization to analyze the issue. The first Beeler plan was to switch some of the system to gas powered buses, while retaining some streetcars, but it was abandoned because dependable funding couldn't be found outside of the RFC. A second Beeler plan was rejected by the voters because it eliminated streetcars altogether.

In 1938, Dore announced that
continued on page 12

Like Edwards, Dore won office by claiming he had a solution to the rail problem. It turned out that his plan was to repudiate the debt, put the system into receivership and then buy it back as scrap. The city's legal department blocked him from doing so. The Railway's problems increased in 1934, when in an effort to generate more revenue and reduce layover time, the railway shortened its lines and laid track to create smaller circular routes through the city. Dubbed the "Loop Plan" it was a complete flop. Amid an uproar of protests and petitions, the plan was abandoned after only a few months of operation and the cost of all the special new trackwork was never recouped.

Local 587 Members Keep The System Alive

Like the doomed loop plan, the fate of Municipal Transit began going in circles. For years, the members of 587 literally kept the faltering

**To: All Members of Local 587
From: Recording Secretary Judy Young**

Proposal To Change Bylaws Article XV, Section 1

Submitted by Paul J. Bachtel

In accordance with the Article XV, pertaining to bylaw proposals, the following proposals will be published in the *News Review*, read into the records at Executive Board Meeting and subsequent cycle of membership meetings and will be voted upon through the September cycle of Union meetings.

ARTICLE XV

BYLAW AMENDMENTS

Current

Section 1.

A proposal to amend these Bylaws shall first be submitted in writing to the Recording Secretary on or before the *News Review* deadline. The Recording Secretary shall then submit the proposed amendment to the Local's Executive Board at their next regularly scheduled meeting. It shall be read into the record at that Executive Board meeting, and at the subsequent cycle of membership

meetings, then laid upon the table until the following regular meeting cycle to be voted on. A two-thirds majority of the votes cast shall be required to adopt the amendment.

Proposed

Section 1.

A proposal to amend these Bylaws shall first be submitted in writing to the Recording Secretary on or before the *News Review* deadline. The Recording Secretary shall then submit the proposed amendment to the Local's Executive Board at their next regularly scheduled meeting and to the membership. It shall be read into the record at that Executive Board meeting, and at the subsequent cycle of membership meetings. The proposed amendment shall then be laid upon the table until the following regular meeting cycle to be voted on. A two-thirds majority of the votes cast shall be required to adopt the amendment.

WORK SITE VISITS

Paul Bachtel, President, will be visiting various work sites during the month of September. Below is a list of times, dates and locations.

Sept. 6th Tuesday	North Facilities	5:30 am – 6:30 am
Sept. 7th Wednesday	Bellevue Vehicle Maintenance Bellevue Operations	2:00 pm – 2:15 pm 2:15 pm – 4:00 pm
Sept. 9th Friday	East Vehicle Maintenance East Operations	2:00 pm – 2:15 pm 2:15 pm – 4:00 pm

Washington State Labor Council Convention

Labor and the Legislators

By Verita Alexander

It was a convention so of course there were unified chants, singing, yays, and nays. A hash of Local 587s Full-time Officers, Executive Board Officers, COPE committee members and shop stewards were in attendance to see what might be coming around the pike legislatively. Things like FBI background checks for people who work with the elderly, also single payer health care for all and even unionizing Wal-Mart! (It could happen.) There were workshops on how to better organize the membership for legislative means and ideas on how to hold some of our waffling candidates accountable. After speeches from U.S. Rep. Dennis Kucinich, U.S. Sen. Maria Cantwell, U.S. Rep. Jay Inslee, U.S. Rep. Jim McDermott, and some folk singing, it was down to business. As some of you know,

Eyman is up to his usual tomfoolery and congress needs to be focusing on creating jobs. Many locals were in need of help with issues related to fighting to protect collective bargaining, local/state budget shortfalls, and union busting. One of the things that Wisconsin has taught us is that we must be aware of our brothers' and sisters' problems because soon enough they will be our problems. We even found some savings on AT&T phone service as well as cash back on buying or selling your home! We'll be getting this information out to everyone in the coming months, so remember to check those union boards!

*Verita Alexander
PR Committee & Shop Steward
Verita.atu587@gmail.com*

Retirees' Corner

The View from the Buses

By Bob Morgan, Retired First-Line Supervisor

Greetings to all and hope your Summer, such as it was, was wonderful. Mine not so bad, just wish the Wife didn't have to work anymore so we could travel more, oh well the "Honey Do" list is complete!

This month I'm going to try to remember some of the people from the Mechanics side of Transit. Yes, there were some colorful characters in my past that were drivers and Supervisors, but there were also some in the "Shops" that I remember fondly.

One of the first is Steve Webb. My dealings with him started my first day on the job, in training, as I approached the yard at the old Atlantic Base my instructor yelled "STOP." It was then over the P.A. I heard the unmistakable voice of Steve, and that chuckle as he realized I almost passed him by going to the yard. Through the years, we dealt with one another via the phone, as I was a coordinator, or sometimes in person. Steve could be difficult to deal with if you didn't really know him that well. I remember one incident when a coordinator called for a service call to Atlantic Base on a no start coach out on 6th Av S, he gave all of the info to Steve and the response was "that's not my coach" (it was an East Base unit) and hung up. The coordinator, being newer, then looked almost in shock with that "what do I do now" look. One of the others picked up the phone and when Steve answered, they asked if he was sending someone from the shop. "Of course I am" he stated and then chucked some more. I always liked Steve and one of the last times, I saw him in person at North Base he mentioned that I was one of the few people at Transit he liked. I've heard various reports that Steve is ill but haven't been able to verify, hope they are just rumors and all is okay with him.

Another person that I dealt with at the old Atlantic Base was Steve Hunter. As a trolley mechanic, Steve and another person would leave the base in the late afternoon in a service truck to repair the 900 trolleys. Since I was then the coordinator on Ch 1 in the PM we talked often and a few times we actually got together for coffee. The last time I saw Steve was at East Base prior to my retirement, he also was a good friend.

Bill Sales and many others at South Base also were good friends through the years. Bill and I went to high school together in Auburn and so we had that connection. Oh, can't forget J.J. the day wrecker driver at South, great individual as well. Also Cliff Williams and Bill Marion, and Mike Uhren were people I dealt with via the radio and in person over the years. Also every hostler over the years, thanks for what you did to make my job, and others, in the control center easier.

But there was one person that

most of us who worked in the control center around 1984 will NEVER forget. His name was Larry Pfeiffer and he worked "Swing" at the old North Base. Larry had a very distinctive voice over the radio as he drove the old wrecker "Truck 1-3-1." The story was that Larry was a farmer in Iowa and owned a big farm, which, when he sold it, brought him considerable wealth. So he then purchased a place in Alberta which he then sold for more money and resettled in the Seattle area. Bored, he got a job with Metro as a mechanic and wrecker driver and as they say, the story started. Somehow, Larry did not want to be in shop, just on the road driving that wrecker. He would, once called out, volunteer for any job requiring the wrecker, didn't matter what base the coach was from, just send him and he was happy. Once he was towing a 900 trolley and pushing another coach down third Av at the same time, yeah he liked being outside! Sometime around late 1983 Larry had been out most of the afternoon and after a 30 minute or so break he called on the radio and said "I'm at your side door (109 Marion St) come and get dinner." Well it was two Supreme Pizzas from Godfather's. A couple of days later, after a long afternoon, he called in and said for us "to make the call." Therefore, we did and told him 25 minutes. Around 20 minutes later, he called in and said "you want some coffee?" Sure, why not, was the response from one of us. So he arrives at the door with two large pizza's and a half case of 16oz item's produced at a brewery in St. Louis, Mo. Well this was too good to pass up, and for the next 6-8 months we got Larry on the road as much as possible and he just kept buying pizza and "coffee" for the coordinators. Sometime around the holidays, I and another supervisor were working the PM together. We got Larry out on the road and true to form he called and said "you want some coffee?" Sure was the reply and then he asked "would you like a sandwich with that?" Okay we said. The "coffee" was the aforementioned item and the "sandwich" was a bottle purchased at a store owned by the State of Washington! Note: the culture around the work place was FAR different back then as you can tell.

Well all good things come to pass as they say, as the bosses figured out what was really "coffee" that Larry was bringing to us. Just as well, I was getting fat eating all the cheese and sausage, not to mention that "coffee." Larry passed away in the late 80's. I and others who worked in the control center back then will always remember Larry and his deliveries.

Just heard from Chuck Zigler that the Retired Public Employees Council (R.P.E.C.) is going to file a lawsuit against the state regarding the legislation eliminating cost of living for PERS/TRS plan 1 retiree's.

The feeling from the legal side is this should be overturned in our favor, hope so. As I have mentioned before if you are retiring this is a good organization to join when you retire and \$60 a year isn't much to protect your pension rights.

Heard that C.P. Larson had heart surgery and is rehabilitating at a West Seattle facility, get well soon Chuck. Haven't received any updates on John Love. Back in May, I reported that he was not doing well, but according to some sources, he is currently holding his own.

I also heard from someone that the Union office received calls regarding my article about Roland McVay in last month's *News Review*. Not sure, why people would be upset with my story about Mac's personal life as this was something he shared with everyone he knew and all I was writing about was what he mentioned to us. I've had many come to me in the last weeks since the article came out and thanked me for the reflection on Mac.

In addition, I just heard that Abdul Alidina is retiring in September as the Base Supervisor at Ryerson. Welcome to the ranks

Abdul and make sure to make the meetings, okay?

Remember the north end breakfast has moved to the Crazy Moose Casino 22006 66 Av W (Between I-5 and Pacific Hwy) 1st Saturday of the month at 7:30AM. I haven't made any yet and will be out of town of 3rd September so hopefully in October.

Southend meetings are still held at the Burien Elks 1 Av S /S 140 the 3rd Saturday of the month.

The Lunch is now split between Foster Golf Course (Billie Barros') the 2nd Wednesday of every other month and on opposite months on the 2nd Tuesday at the Crazy Moose, same as the breakfast location. September's meeting will be at the Crazy Moose Casino on the 13th. All lunch get together are at 11:00 AM.

Also in the coming months will remind all of the Holiday Dinner in December, remember you need not be in the retiree's local to attend this function and ALL retiree's are welcome.

Thanks for reading, and we'll see you soon...from the Buses.

Bob Morgan

Conflicts of Interest, continued

to grant or not grant a "reasonable accommodation" the union cannot fairly and "honestly" evaluate if conditions exist where the "accommodation" should override the seniority system. ATU cannot and should not be part of making such a decision because ATU cannot at the same time represent the mem-

ber in "complete good faith." **In this situation ATU has an irresolvable conflict of interest. In order not to breach ATU's primary legal and moral obligation ATU and its Officers must confine themselves to representing the individual member's interests, and/or that of the membership as a whole!**

History of 587, continued

he had come up with a plan to save the system using a \$2 million private loan and \$300,000 put up by ATU 587. When the private loan fell through, the banks again began refusing to cash warrants, so Mayor Dore resorted to confiscating the fare box revenues and paying drivers directly in coins and tokens. This began the final crisis.

That September, with the system not able to pay its debts, the city defaulted on its interest payments. The following March, without requesting a moratorium, it defaulted on both principal and interest payments and PSP&L filed suit against the general fund. Then on April 18, 1938 Mayor John Dore died. The Seattle Municipal Railway essentially died with him.

The Federal Bailout

Seattle's public transit system was eventually bailed out by the Reconstruction Finance Corporation. Dore's successor, Mayor-elect Arthur B. Langlie began negotiations to re-apply for the RFC loans.

After months of negotiations the city got PSP&L to settle for \$3,250,000. The Beeler Organization was hired again, and using their second plan as a blueprint, they put together a plan that eliminated the streetcars for good. The RFC agreed to provide \$10 million to finance the plan on one condition: a three-man transit board would run the system until the bonds were repaid. After the initial appointments, as each member's term expired, the remaining two board members would select his successor. This was unprecedented in Seattle politics. But the loan was approved and as a result the transit employees eventually received \$1.3 million in back wages (about 80% of what they were owed).

On April 12, 1941, old No.706 finished its 2:25 a.m. run down 8th Ave NW and returned to the barn to be stripped and burned. All traces of the streetcar era had now vanished along with the Seattle Municipal Railway. In its place the city had a new public transit agency: Seattle Transit.