

The President's Report

by Lance F. Norton



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THE NEXT FRONTIER

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Now Hiring...

Back in March 2007 I devoted my article to information on the South Lake Union Streetcar. Postings and Hiring for the 587 Positions are about to begin this month (August). I am reprinting the information I gave back in March, however there have been some changes I want our members to be aware of.

Here are the most recent updates:

TRACK: 90% completed, all that remains is diverging route at the south end of line and the 900 feet of track in Lake Union Park. The Shop Track should be completed by the third week in August.

ELECTRIFICATION: Poles start setting up mid-July. Trolley bus crossing hardware conducted by City designers assisted by Metro engineers.

CARS: First car to arrive August 24th additional two cars one week later.

SHOP MAINTENANCE BUILDING: Currently well along in construction.

HIRING: Chiefs interviews July:

Operations & Maintenance (O & M) Supervisor positions (4) and Operators posting hopefully by August 1st (prior to Operator pick time in late August). Operators who apply and are selected will go into training on September 24th (that may be for most or all). Originally there were going to be nine operator positions. After continued discussions with 587, it was decided there would be nine operators selected and four trained as backup for interbase transfers when needed.

MAINTAINERS: (4) test being prepared, posting soon.

The following is the complete reprint of my March 2007 Article on the South Lake Union Streetcar. *Please note the changes regarding the posting and hiring dates*

...by the way, this is the world's shortest streetcar line.

from my original article are in parenthesis.

This month my column will be devoted to the Southlake Union Streetcar. Before I get into the three streetcar positions let me briefly describe the South Lake Union Streetcar. The picture you see next to this article is almost exactly what the streetcar looks like. The cars (3) that will be used at South Lake Union are new cars being built in the Czech Republic. Unlike "Central LINK Light Rail," South Lake Unions cars are not operated in multiple car trains. The streetcar will be subject to traffic signals at most intersections. At certain intersections, where the streetcar is moving at an angle to the intersection, special "train" signals are being installed to stop traffic. All but 800 feet of track is in a traffic lane.

continued on page 10

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The Month at a Glance

Executive Board Report

July 24, 2007

All officers were present except Jeff Stambaugh who was attending an ASE conference; Joe Mangiameli and Brian Sherlock who were on vacation.

The following business was conducted:

- Motion by Paul Neil to pay \$1959.16 for a luncheon at the June 2007 Northwest Conference held in San Diego California.
- Motion by Rick Sepolen to endorse the candidate recommendations and Roads and Transit ballot issue submitted by the COPE committee.
- Motion by Judy Young to donate \$500.00 to the W.S.L.C. women's committee scholarship fund.
- Motion by Dee Wakenight to recommend pursuing the grievance of Grace Johnson for the membership's consideration for arbitration.

- Motion by Thomas Woolley to recommend pursuing the grievance of LaMarcus Ford for the membership's consideration for arbitration.
- Motion by Lisa Thompson to recommend pursuing the grievance of Carlos Womack for the membership's consideration for arbitration.
- Motion by Paul Neil to recommend pursuing the grievance of Alofa Valaile for the membership's consideration for arbitration.
- Motion by Rick Sepolen to purchase eight (8) dinner tickets (1-table) and a ¼ page ad at a total cost of \$575.00 for the Jobs With Justice dinner and auction on October 27, 2007.
- Motion by Rick Sepolen to donate \$1,000.00 to the Unemployment Law Project.

Business of the Membership

At the July 2007 cycle of membership meetings the following business was addressed:

- The membership voted to pursue the grievance of Bart Harris to arbitration.

The following members were July pot draw winners: Paul Considine at the Charter meeting, Randy Stevenson at the Morning meeting, Paul Hausmann at the JTA meeting, Alison Probert at the CTS meeting. CTS rolling pot draw of \$50.00 was won by Grace Johnson. Next month's rolling pot will be \$25.00.

Tentative Agenda
Membership Meetings:

CHARTER MEETING
Thursday, August 2, 2007
8:00 p.m.
The Labor Temple, Hall #8
2800 1st Ave., Seattle, WA

JEFFERSON TRANSIT
Monday, August 6, 2007
7:00 p.m.
Port Townsend Rec Center
Port Townsend, WA

MORNING MEETING
Friday, August 3, 2007
10:30 a.m.
The Labor Temple, Hall #6
2800 1st Ave., Seattle, WA

CLALLAM TRANSIT
Tuesday, August 7, 2007
7:00 p.m.
Vern Burton Memorial Building
Port Angeles, WA

Among Topics to be Discussed:

- Grievance and arbitration update
- Streetcar hiring
- Metro negotiations

Unfinished Business: None

Arbitration Update

- Roland McVay:** Grieved cancellation of shifts in violation of the collective bargaining agreement. Arbitration hearing held April 25, 2007. Decision pending.
- Richard Paddon:** Grieved management performing bargaining unit work. Arbitration held in February, May and June. Decision pending.
- David Moore:** Grieved termination for an accumulation of alleged minor preventable accidents. Arbitration hearing held April 26, 2007. Termination upheld by the arbitrator. We wish Brother Moore best wishes in all future endeavors.
- Chrystie Beatty:** Grieved termination for alleged unexcused absences as a result of sick leave use without accruals in King County Metro's Rider Information section. Scheduled in September.
- Edgardo Reyes:** Grieved one-day suspension for alleged inappropriate use of sick leave. King County Metro forfeited grievance by failing to schedule a grievance hearing within the contractual time limits. The issue before the arbitrator will be management's failure to implement the remedy sought following management's forfeiture of the grievance. Schedule pending.
- Bart Harris:** Grieved termination for alleged gross misconduct. Schedule pending.

In Loving Memory...

"You don't get to choose how you're going to die. Or when. You can only decide how you're going to live. Now."

—Joan Baez

Ralph Dark: Retired 50-year member passed away June 10, 2006. Brother Dark joined Local 587 March 01, 1947.

Jesse Ervin Cain: Passed away June 19, 2007. Brother Cain joined Local 587 April 01, 2001 and was an active member working at MV Transportation 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**

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Transit Operator Position No. 3
Transit Operator Position No. 4
Transit Operator Position No. 5
Transit Operator Position No. 6
Transit Operator Position No. 7
Transit Operator Position No. 8
Vehicle Maintenance Position No. 1
Vehicle Maintenance Position No. 2
Vehicle Maintenance Position No. 3
Facilities Maintenance
Special Classifications
Supervisors
Clallam/Jefferson County
SPT/MV

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Web site: <http://www.atu587.com>

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:
Paul J. Bachtel, Editor
c/o ATU Local 587
News Review
2815 Second Avenue, Suite 230
Seattle, WA 98121

Automation, the Next Frontier

By Kevin Cooper

Why do we want to automate? We automate because it is a way of freeing us up from doing repetitive tasks. This frees our arms, fingers, legs and mind and lets us gather data and when there is enough data then we can create ideas.

These ideas will begin to solve more complicated issues. In solving these issues we can then make a repetitive task out of it. The cycle can now repeat itself.

The computer age is here to stay and more computers are needed at all the bases with accessibility for all the operators. All the forms we currently use could be online or on a computer to keep us moving in a paperless society type of direction. It has started at South Base with the Security Incident Report (SIR) and this form is now on the computers. This is a more efficient way to fill out the form and everyone has an easier time reading the form. Secondly, it is easier to edit, and our words can be spell checked and rethought for a complete and understandable narrative. If we could get the SIR form tied into a database we could then monitor the information and this

would lead to solving security incidents in a timely manner. Currently, we are able to print the report and this is a step in the right direction. Having other forms on the computer or online would be environmentally friendly: less paper, less trash, less copies being made and more trees saved. Why not put the Pick Options form, Compassionate Leave form, Vacation Relief form and all the other forms we fill out regularly on the computer or online. Not only would it be environmentally friendly, it would save on eyestrain trying to read hand written reports.

What would happen if "the extra board" were online? Yes, what a novel idea. We could then check our assignments online and not have to rely on window hours or a

person answering the phone. This would free up the window person from answering phone calls and allow them to concentrate on more important tasks. What about creating a global e-mail account for the operators? Most of the operators are extremely computer literate. We need the tools to be successful and having computers accessible to all operators is one of those tools to help us be successful in our professional and personal lives.

At some of the bases they have two pool tables. What would happen if we took one of the pool tables out and added desk cubes where we can sit down and have a computer in front of us? This would create an atmosphere of learning and yes it would even help with our personal

lives. We could research medical issues, pay bills, learn about different cultures, explore travel options, buy cars, etc., etc., etc., and do all of this online. When an operator is on report, assigned a Combo or Dual Tripper, it is often not efficient to go home and do these types of activities.

I want to thank the people who asked questions and from those questions allowed me to ponder ideas how we can have a better organization. Metro is a good organization and I frequently hear raves about our organization. We have not yet reached excellence and this is what we should strive for. Thank you Teri for asking the question, "How can we make things easier for the operators?" Thank you Bruce and Michael for creating the SIR form, and allowing us to test it. Thank you, to all of you, behind the scenes who got computers to the bases. I have been enriched by my interactions with the members of the ATU587 union (Transit Operators and Supervisors) and the Metro organization. I want to thank each one of the people who were patient enough with me to listen to my ideas.

COPE Primer

By Darryl Estes

Undoubtedly, most of you reading this are familiar with COPE (Committee On Political Education), to one degree or another. We're the ones outside the pick room handing out incentive gifts and asking for donations from the membership. This article is for those of you less familiar with COPE, and for the purpose of dispelling any myths that may be in the minds of any members of ATU587.

What: The COPE fund is one of the ways we influence policy-making that affects us. It gives ATU587 a voice in decisions being made at all the various levels of our government by financially supporting policy makers who can and will further our causes.

Who: Who gives to COPE? **Only members of our union** can give to our COPE through *voluntary* contributions. **No money from union dues goes to the COPE fund.** Who benefits from this money? This answer is two fold. First, the money is used to support candidates, regardless of party affiliation, who support our issues, in their campaign bids for public office. Second, if they are successful, we, as a membership, benefit from the policies which they support and champion: policies that positively affect us.

When: Though candidates might seek funding at anytime of the year,

...this article is to inform our membership in a general way about what COPE is and why it is an important tool...

the most common time would be spring and summer, as they ramp up for the elections in November. In an upcoming issue of the *News Review* you will find a listing of candidates who have been recommended by the COPE for funding.

While usually and most conveniently done at operator pick time, members can sign up any time to make monthly contributions to COPE by filling out a simple form authorizing a deduction for the COPE fund from their earnings once per month. Also, a donating member can stop the deductions by submitting another simple form to cease deduction for COPE, at anytime as well.

Where: This is usually done at the COPE table outside the operator pick room. A member can also request an authorization to donate

form directly from the Union office at (206) 448-8588.

Why: The answer to this question is quite simple: if we don't support those who support us as transit workers, those who don't support us will make policy; and we probably won't like the results. There is an enormous amount of money flowing through the political world, much of which is working against us and our issues. Huge loads of cash go toward promoting profit for companies, corporations and individuals at the expense of working-class families. This money works at lowering wages, cutting benefits and reducing standards that are vital to what we believe constitutes "the good living" that our membership deserves.

How: The Committee holds interviews for candidates who have

filled out a required questionnaire. Each candidate's past voting records are also reviewed. The Committee then makes recommendations to the Executive Board to support such candidates that are likely to support our issues. Upon approval by the E-board, funds are requested from the ATU International to proceed with donations to the campaigns of these candidates.

Many members of our union make contributions to the COPE fund through monthly deductions from their paychecks. This is usually done at pick time, where the member signs up to have COPE start making this once a month deduction. Anyone wanting to make contributions this way should visit the COPE table and fill out the simple authorization form. Members can also make one time contributions by sending a check to COPE. One should contact the Union office on how to do this.

My hopes for this article is to inform our membership in a general way about what COPE is and why it is an important tool in getting our voice heard in the world of policy-making. Ultimately, what we all have in common in this Union is that we want good jobs at livable wages to support our families. That, simply put, is the purpose of COPE.

And the Survey Says...

By Dee Wakenight, Executive Board Officer

Everyone at Metro should have received, completed, and returned the survey they received in the mail. Hopefully you have been keeping a list of those things that are wrong, in your opinion, with the current labor agreement so you can remember what needs to be fixed. It seems there is always the flavor of the month, the current really maddening problem that affects a fairly large number of employees. Can you say attendance policy/ ability to work?

There seems to be a problem getting new part-time operators. Could it be that the job is not quite as good as some are led to believe? Perhaps it's the length of time it takes to get to top step, attendance policy, accident policy, the only paid time off is vacation/ sick leave, oh yea you don't begin to accrue vacation until after you have been here for one-year. The time it takes to go full-time, if you so desire, is variable, benefit cost, confusion.

Full-time operators have similar complaints, getting time off, maintaining sanity, having the opportunity to potty when you need to, or even having a life can be challenging with the most demanding, stressful job imaginable. You are given an ID number, in case of break down, so they know what part of the bus to replace. Abuse from

the public, questions of your parentage, mental abilities, physical threats, and other personal inquiries are a daily occurrence. Up to 16 hours per day, they will let you, if you have a desire to, work yourself to death.

Finally there are some busses with air conditioning, which even if it is not working properly, is better than the old days when we had nothing, to make the summer months less of a trial by fire. The wear and tear on your senses and your body, repetitive motion, bouncing, vibration, lack of potty when needed, we all know how glamorous the profession can be.

There is no pressure from anyone for you to

*There is no pressure from anyone
for you to share your concerns, but this is the
one-time-every-three-years
when your opinion is actively sought out.*

share your concerns, but this is the one time every three-years when your opinion is actively sought out. To lay a course for our futures, perhaps even our children's futures, an opportunity to improve all of our lives and working conditions. **And the Survey Says...**

Keep Your Cool

By Dee Wakenight,
Executive Board Officer

As we stare down the muzzle of the dog days of August we all need to remember how to keep from falling victim to the extreme heat.

Not everyone will have air conditioning, occasionally it does not continue to function.

Most busses have fans; **use them**, even the defroster fan with the heat off will help move the air.

Most of the time the customers on board will open all the windows when it's HOT, don't be afraid to check.

Remember to stay hydrated, we all need different amounts of liquid, find out what you need, don't forget about the restroom needs, to go along with the hydration needs.

Wet towels on your neck help a lot.

Spray bottles are also good to cool you off, point and spray for short-term relief.

Some folks swear by the "don't expose yourself to the sun", similar to the desert dwellers. Long sleeve shirt and long pants, a semi tight T-shirt tucked in, and the uniform shirt must be large enough to allow air to cool the sweat soaked T-shirt that is next to the skin. Those who have told me about this swear by it.

Sun-Block no one needs a burn to go with heat exhaustion.

Splash water on your face when you can, it helps to lower your temperature.

Roof hatches, when in the "up" position remove the air from the inside of the coach, any air movement on a really hot day feels better than none.

Don't forget the vent on the front of the coach.

Everyone has something that they do that helps them. We need to share the wealth; our tricks of the trade that have gotten us this far in our career. Some of us have driven before there was even the possibility of air conditioning. Anyone can find themselves in the position of getting sick from the heat, I did. Don't be afraid to ask other operators what they do to keep cool. Together we can all keep our cool this summer.

ATU 587 Day at Safeco Field Sunday September 30, 2007

On September 30th, 2007 ATU Local 587 has reserved 75 tickets to the last game of the regular season. The cost of the tickets is \$16.00 each with a limit of 4 tickets per member. The seats are located in Section 307. Included with the tickets is a pre-game meal in the stadium with the following menu

Peanuts in the Shell Buckets of Popcorn Assorted Cookies Assorted Pepsi Products Bottled Waters (2 per person)	Mariner Hot Dogs Cloverdale® Mariners Jumbo Dogs Served With Traditional Condiments and Buns Home-Style Potato Salad	Mini Potatoes Chopped Eggs Dijon Sour Cream Aioli with Scallions BBQ Baked Beans Tangy Baked Beans slow-cooked with Brown Sugar and Barbecue Sauce
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To order tickets please fill out the form below and attach a check payable to "ATU Local 587". Send the form and check to: ATU 587, C/O Financial Secretary Paul Neil, 2815 - 2nd Avenue Suite 230, Seattle, WA 98121
Your Tickets will be mailed to you in early September.

PLEASE PRINT

Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Number of Tickets: _____

**To: All Members of Local 587
From: Recording Secretary Paul J. Bachtel**

Proposal To Change Bylaws — Article VIII, Section 4

Submitted by Financial Secretary Paul Neil

In accordance with Article XV, Section 2 pertaining to bylaw proposals, the following bylaw proposal will be published in the *News Review*, and will be voted upon at the October cycle of meetings.

ARTICLE VIII, Section 4 – Duties of Officers

Current Language

Section 4. Dues Reduction
Members becoming incapacitated through sickness or injury, or on leave as the primary care giver due to the sickness or injury of a member's spouse/domestic partner or a child, parent, brother, sister, grandparent, or grandchild of a member or spouse/domestic partner, or those members who have been terminated by the employer and who are contesting their termination with the help of the Local, may petition the Local to have their dues reduced to the minimum allowable per capita until they return to work. To be eligible for a dues reduction as outlined above, the members must no longer be receiving a check from the employer. All requests for dues reduction must be submitted to the

Financial Secretary/Treasurer in writing.

Proposed New Language:

New Language with change in **Bold & Underlined**

Section 4. Dues Reduction
Members becoming incapacitated through sickness or injury, or on leave as the primary care giver due to the sickness or injury of a member's spouse/domestic partner or a child, parent, brother, sister, grandparent, or grandchild of a member or spouse/domestic partner, or those members who have been terminated by the employer and who are contesting their termination with the help of the Local **or who have been laid off and are awaiting recall or job placement,** may petition the Local to have their dues reduced to the minimum allowable per capita until they return to work. To be eligible for a dues reduction as outlined above, the members must no longer be receiving a check from the employer. All requests for dues reduction must be submitted to the Financial Secretary/Treasurer in writing.

A new way to think of routes;

By Alex D. La Barba

Why must we be stressed by a time sheet, why? Must we be tied to a time-chain? Can there not be a better way? Imagine this, a route that goes from point a, to point b, and at each end a layover zone. And at each zone a one room shack with a dining area, a restroom and a cooking area, complete with fridge and range. A gathering place for the driver. The routes, in this dream of mine, are not operated by time sheets per say, but in a mode of frequencies, a bus every so many minutes. At each end we keep an ample supply of drivers and vehicles, and these are dispatched with accordance to the traffic conditions and passenger loads. The buses move more or less constantly depending on the needs of the moment. But the drivers

switch places at each end, this will allow the drivers to alight one bus, sit and chat with another driver, perhaps eat or read. And take a next turn when the time comes. What is needed is the space at each end for the extra buses and the shacks. I think that quite a few routes qualify for a trial based experiment. This scenario provides the advantage of the ability to run the buses constantly and yet the drivers get to get off for a breather and a stress reliever rest. Let us bring to our workplace the expected speed of normality. Lest we brake the bond with the cruel clock of tyranny. Let us have an office space and make our environment a dignified area of labor practice. Man... this is worth the trial, why not here!

Why not now...

The Organizing Committee Needs You!!

"Would you be interested in becoming more involved in YOUR Union, ATU587? Some ways to become more involved in YOUR Union, ATU587:

- Attend General Membership meetings;
- Become a Shop Steward;
- Join a committee, e.g. the Organizing Committee; Participate in social gatherings with your fellow Union Brothers and Sisters;
- Other Interest/Ideas? _____

Your Name: _____

How would you like to be contacted? _____

Email: _____

Phone: _____

Send to "Organizing Committee" at Mail Stop Local 587

MERAA Annual Cookout

(Metro Employees Recreational Activities Association)

Sunday, August 26, 2007

Lower Woodland Park

100 N. 50th St. Seattle, WA 98103

11:00 pm to 4:00 pm

food served from 12:00-3:00

Menu: BBQ chicken (2 pieces per person); BBQ baked beans; fresh fruit display; potato or pasta salad; grilled burgers w/ condiments; grilled hot dogs w/ condiments; freshly baked cookies and brownies and **sno-cones!**

Clowns Unlimited will provide FUN and activities all day for the kids!

(purchase bracelets at the park for \$1.00)

Purchase raffle tickets for your chance to win GREAT door prizes!

(\$1.00 each - must be present to win)

Contact your MERAA rep for more information or to purchase raffle tickets:

MERAA Hotline 206-000-0000 • www.merara.org

KEEP YOUR ADDRESS CURRENT!!

(A request from our Local 8 Union office staff)

Throughout the year Local 587 mails letters to our membership. The most recent mailing contained the King County Metro contract survey. With each mailing sent, the union receives a small percentage of letters returned due to improper address.

Local 587 maintains a database that in part includes the names and addresses of our King County Metro members. The King County Metro section of the database is updated quarterly from data provided by King County Metro.

If you are a King County Metro employee and your name and address is not current with King County Metro, you may not receive union mailings. Please keep your name and address current with King County Metro.

Letters to the Editor...

Phillips Responds

In response to the May *News Review* article by James Reese,

July 12, 2007

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:

Paul J. Bachtel
News Review Editor
 c/o ATU Local 587
 2815 Second Avenue, Suite 230
 Seattle, WA 98121

Kevin Desmond
 General Manager
 King County Metro Transit
 201 South Jackson Street
 Seattle, WA 98104
 Dear Mr. Desmond,

I read with interest the enclosed article by James E. Reese, published in the May 2007 issue of the ATU Local 587 *News Review*.

In his article, Mr. Reese lists suggestions to deal with the issue of fare evasion, as follows:

- Eliminate the two-zone fare structure but retain peak and off-peak fares.
- Work with Sound Transit toward a coordinated fare system.
- Eliminate the Downtown Seattle ride free area; replace with free shuttle buses in the downtown core.

I disagree with Mr. Reese's assertion that Metro Transit and the Metropolitan King County Council do not care about the working conditions and safety of Metro operators. I would appreciate your feedback on

Mr. Reese's suggestions for lessening the burden on Metro operators, who are on the front lines of providing excellent service to our transit riders every day.

Thank you in advance for your attention to this issue.

Sincerely,

*Larry Phillips, Councilmember
 Metropolitan King County
 Council, District Four*

drivers. This person then passes this information around to other bus drivers and passengers. This can become a security risk to a driver. Sometimes it is hard to not engage in conversation especially on the little neighborhood routes but I caution all drivers to act professionally and not engage in these types of conversations; for the safety of us all.

*Ruth Wilson
 North Base Shop Steward*

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

Don't talk about other drivers

Dear Editor:

I would like to caution all drivers to be very careful about giving out any information about another bus driver to a passenger. Recently we have had some problems with a bus rider in the north end that is very clever at engaging in conversation and getting information about other

Upcoming at Local 587

- | | | |
|------------------|-----------|---|
| AUGUST | 02 | Charter meeting |
| AUGUST | 03 | Morning meeting |
| AUGUST | 06 | Jefferson Transit Authority meeting |
| AUGUST | 07 | Clallam County meeting |
| AUGUST | 24 | Open shop steward nominations for KC Metro Facilities Maintenance |
| AUGUST | 28 | Executive Board meeting |
| AUGUST | 31 | Close shop steward nominations for KC Metro Facilities Maintenance |
| AUGUST | 31 | Open shop steward nominations for KC Metro Transit Operators |
| SEPTEMBER | 07 | Close shop steward nominations for KC Metro Transit Operators |
| SEPTEMBER | 07 | Open shop steward Nominations for KC Metro Vehicle Maintenance |
| SEPTEMBER | 14 | Close shop steward Nominations for KC Metro Vehicle Maintenance |

Part Time Pick Dates

AUGUST 10 — 6:00 pm

Restriction form deadline for those part-time operator's requiring an A.M. or P.M. assignment and those full-time operators working a Group D tripper option.

AUGUST 18, 19 & 25, 26

Part-time pick in the Central/Atlantic base classrooms.

Full Time Pick Dates

AUGUST 20 – 24 & 27 – 30

Full time pick in the Central/Atlantic base classrooms.

First Line Pick Date

SEPTEMBER 11, 2007

Accident Review Process

By Michael Moore, Executive Board Officer

First of all I would like to thank all the Transit Operators for voting for me in the last general election. Many Thanks again to all of you. I have been employed at King County Metro for twenty-six (26) years. Some of you whom I know or who may know me may have read one of my articles in the *News Review* over the years.

I have been a Shop Steward for most of my time at K.C. Metro. I really can't remember when I was not a Shop Steward or working to improve working conditions here at King County Metro.

I like the Amalgamated Transit Union (ATU) because of the meaning of the first word, Amalgamated meaning 'united'. The Union is the People and the People are the Union, it goes hand in hand, you can't have one without the other, and people are united as one Union. Our Local is one of the strongest Locals in the nation and we made it that way through hard working members dedicated to making a better way of life for our families and the communities we live in.

I like the fact that our members understand the importance of giving to COPE because giving helps our voices be heard, and not only in Olympia but also in Washington D.C. In the past year I have been do-

ing 'accident re-reads' at Central and Atlantic bases and I have enjoyed working with the Operators and the management staff at those bases.

Here are a few important things that I feel that Operators need to know about accident re-reads. There are two types of accidents as we all well know, preventable, and non-preventable. Although it has been trying at times I have learned a great deal about the accident re-read process. I feel the most important thing I could say to the Operators is be prepared for the re-read and show up on time. If you can't make it to the re-read please get in contact with your base chief or call safety and have the re-read rescheduled. I have seen a lot of times when an accident could have been overturned but the Operator did not show up for the re-read.

If there is anything that you

feel has been left out of the initial investigation and you feel it will be important to your re-read, please bring it to the reread hearing. Do your own investigation and make sure you have any photos or any other information that might be important in helping you turn a preventable accident into a non-preventable accident.

There are three people on the accident review board: a Union Executive Board Officer, a Safety Officer, and a Department Supervisor from Training or Service Quality.

No one has seen the accident information before the re-read so the panel is impartial but you can speak with the safety officer or the executive board officer before the re-read if you like. After the re-read is over you will be asked to leave the room and the department supervisor and the executive board officer will have

a discussion on the accident and then they will vote preventable or non-preventable. If the vote out come is a tie, then the safety officer will vote to break the tie. Then the safety officer will come out of the room and tell you the results.

If you are unhappy with the results you can take it to the next level by contacting the safety officer and letting him/her know that you would like to take your re-read decision to the next level of judgment. It's your right. The information will be sent to the Accident Review Board and a hearing scheduled.

The National Safety Council's definition of a Preventable Accident:

"A preventable accident is one in which the driver failed to do everything that reasonably could have been done to avoid the accident."

Defensive driving is defined as the ability to avoid accident involvement despite adverse driving conditions and the actions or errors of others.

The reread panel and accident review board follow the same guidelines as the National Safety Council in judging all accidents.

Please remember that safety is job one and If you feel that accident is not your fault ask for a re-read and be prepared to present your case.

Absurd Discipline Actions

By Ruth Wilson, North Base Shop Steward

Contract time and we all have our number one issues. Hopefully you have filled out your surveys mailed from the Union. It is getting tougher to be a bus driver. The ever increasing traffic causes tension from the public (whatever happened to the 'YIELD TO THE BUS' law?). Most cars do everything they can to get in front of the bus and I really can't blame them because I don't like having a bus in front of me. But I have learned to expect cars to cut me off and take away my legal spacing. A bus driver rarely catches a break. We have 40 to 50 back seat drivers watching our every move and it seems that more and more they want to call in and complain. And of course if it is a false claim it still is in our record under that category i.e. careless driving or discourteous treatment. But my number one issue is the unreasonable, unfair, and hypocritical discipline policy for minor infractions that Management uses against us. We are held to perfection. FOUR minor offenses in a category and you face termination. Our discipline is supposed to be progressive i.e. you do not have

your book with you, you get an oral reprimand, next offense within 1 year of not having your book you would get a written reminder, next offense of not having your book you could be a retrained and 4th offense of not having your book in 1 year would be suspension. OK I can live with this...I think I would be more careful about bringing my book. But that is not how Metro discipline really works. It is four offenses in a CATEGORY. The truth is you could forget your book ONE time in a year (Oral reminder PR), fail to turn off your engine immediately at the

layover ONE time in a year (written reminder), and fail to report when operating late (huh?) ONE time in the year (retraining or suspension), and take out the wrong bus ONE time in a year (forced suspension PR). Now if in that same year you were to fail to sign in you can be fired. Get that? In one year if you fail to bring your book, take out the wrong bus, not turn off your engine one time and forget to sign in while you are doing your work out there, you face termination! These are all offenses in Category 19 of Transit Operations Procedures Sec

2 Performance Reports. Four minor offenses in ONE year and you can face being fired. Let's hold managers to that same standard and see how long they last. If this is not absurd enough how about this outrageous discipline policy...category 23? If four times in one year you were to break any of the following from category 23 you could face termination. "Non-collection of proper fares, not checking validity of transfers, issuing too much time on a transfer". OH, but get in a fare dispute (category 13) 4 times in a year and you face termination. This discipline policy should be an embarrassment to whoever designed it. It is so inconsistent and unrealistic. It needs a complete overhaul. Lets get a reasonable discipline policy that is realistic and positive and you will see driver morale lift. I agree that we as bus drivers are the face of the company and we need to have good professional attitudes when we are out with our customers. But it would sure help if we didn't get these "see me" slips with these absurd discipline actions when we come into work.

Anatomy of a BO Driver's Seat's Affects on Anatomy

By Joshua Laff, North Base Shop Steward, Licensed Massage Practitioner

In the first week of the Summer 2007 shakeup at North Base, I BO'd seven busses for worn out driver's seats. In the first five weeks, I BO'd 17 and requested one coach change for the same. I've been fairly clear about the problem; "Driver seat butt cushion worn out." On June 15, I was assigned a coach that had a worn out driver's seat. The seat date printed at the base of the seat was 8/4/05, almost two years old, and one and-a-half years past the manufacturer's recommended replacement (according to Brian Sherlock's reporting in the June 2007 *News Review*). On June 20, I was assigned the same coach. The driver's seat hadn't been replaced, but someone took the time to *erase* the seat date (it wasn't just rotated to the other side). I brought this to the attention of the Base Supervisor, who told me he'd look into it. He reported back to me maintenance disagreed that the seat cushion needed to be replaced. Though nothing was said about the missing seat date, he suggested that perhaps some education was necessary.

Part One: The Literal Pain in My Butt

This month's article will give a detailed anatomical description of what worn out seats do to a driver's body. Despite the technical detail, I think this is very important for everyone to understand; drivers, maintenance personnel, and managers. I think it is difficult to otherwise appreciate how serious an issue this is. But even if you read no further, drivers, please write up every worn out seat; don't wait for someone else to do it. VM, please take our writeups seriously. Our long term health depends on it.

There are four primary problems I've noted with worn out seats: shock absorption, forward tilt, lateral tilt, and muscle trauma.

Shock absorption, at its most basic, is the easiest to understand. A soft, pliable cushion will absorb more shock than a hard one. Harder seats put added pressure on the tailbone. This can lead to damage to the tailbone and the surrounding ligaments, low back pain, pain in the pelvic region, and in more extreme cases problems with urinary and reproductive organs. Harder seats also stress the intervertebral discs (the spine's natural shock absorbers), making them more susceptible to ruptures, nerve impingement, and vertebrae subluxation.

Forward tilt is related to the forward tilt adjustability built into our seats. The benefit of tilting the seat forward is to open the

pelvic girdle, which is a healthier posture for the back and pelvic region. When we sit in a seat, our weight is not evenly distributed throughout the seat. Most of it is over the rear of the seat. This causes the rear portion of the seat to wear out faster, and therefore compress more, than the front portion. The result is a reduced forward tilt in the seats, eliminating the benefit of this built-in function. Muscle tightness (specifically the psoas and upper quads) and ligament strain can result, leading to chronic postural problems. Compacting of the organs can lead to urinary and digestive difficulty.

Lateral tilt is also a result of uneven wear in the seat, in this case side to side. When we sit on a level seat, our center of mass is over the center of the seat, and our weight is generally distributed evenly from one side of the seat to another. However, most roads have a crown to them, a slope or angle for water runoff that also causes vehicles to lean slightly to the right. Since the vehicle is leaning to the right, the seat is angled, not level. When we sit in such a seat, our center of gravity is shifted to the right, so that the right side of the seat ends up supporting more of our weight than the left side. This means the right side of the seat cushion will wear out faster than the left side of the cushion. Pressure from entering and exiting the driver's seat causes additional wear on only the right side. Whereas a normal road might have a crown giving a three degree angle, lateral wear of the seat can increase the angle the driver is sitting at by another degree or two.

Lateral tilt is a problem for bus drivers. Our bodies do not like to be at an angle, and the natural response is to lean the other way so we are upright. When we're tilted to the right, in order to lean left we use muscles on mostly the left side of our spine. For eight hours. Every day. This can lead to muscle and ligament pain and fatigue, chronic strength imbalances of the muscles and ligaments from one side of the body to the other, and muscle shortening leading to permanent affects on posture. The nature of our job - spending eight hours a day on crowned roads - may make this problem inevitable (though regular breaks, stretching, and massage therapy can address this). However, uneven wear of the seat cushions makes it worse. A three degree angle turned into a four degree angle because of worn cushions is a 33% increase in the problem.

The last problem I've found with worn out seat cushions is muscle trauma. Our seats have mounting

hardware on both sides of the seat, about four inches in from the side, attached to the underside. With a properly maintained seat cushion, a seat occupant does not notice this hardware. With a worn out seat cushion, further compressed by an hour of use, this hardware pokes into the muscles in the butt region, mostly on the right side where more wear takes place. This can cause local pain and a decrease in muscle function. Additionally, compression of particular butt muscles can pinch the sciatic nerve. This can lead to shooting pain and/or numbness in the legs and low back (where the nerve originates), as well as permanent nerve damage.

As a trained Massage Therapist, I have a great deal of body awareness and a fair bit of experience working with posture. I still remember how happy I was in my Part-Time training when I found out that our busses had ergonomically designed seats. So I find it very frustrating for myself and on behalf of my fellow drivers when proper maintenance on the driver seats doesn't take place. I know what stretches to perform

and additional equipment to use to address each of these problems, so they don't continue to affect me too much when I'm not driving. Yet there are still seats bothering me enough that I start thinking about Worker's Comp claims. I can only imagine how much more frustrated, and in pain, other drivers are. The current lack of properly maintained seats will continue to have devastating effects on the long-term posture, physical health, and emotional health of our drivers, and I believe it is something we do not have to tolerate.

I highly recommend all drivers write up BO's for all seats they suspect are worn out, and keep track of the coach numbers. If the seat has a date at the bottom, or if the date has been erased, keep track of that, too. Additionally, if you experience any pain or discomfort while driving, start documenting this by writing up Incident Reports and keeping copies for yourself. I realize drivers don't like to do paperwork, but if we're going to get this problem solved quickly, I believe we need to demonstrate how widespread of a problem this is. I'll go into this more next month.



Take a Trip Back in Time!

2007 EXCURSION SCHEDULE

Motor Bus Excursions

**Sunday, July 22:
SNOHOMISH TOUR.**
A 4-hour scenic trip to the historic town of Snohomish for lunch and antique shop browsing. Buses depart at 11 a.m.

**Sunday, October 7:
FALL FOLIAGE TOUR.**
A 4-hour trip through the Cascade foothills along the quiet back roads of east King County when the autumn leaves are turning color. Stops for photos and lunch. Buses depart at 11 a.m.

**Saturday, December 8:
SANTA'S LIGHTS TOUR.**
Santa Claus takes time out from his busy schedule at the North Pole for a 2 1/2-hour tour of Seattle's best Christmas lights. Buses depart at 7 p.m.

MEHVA memberships are available to anyone interested in the continued preservation, restoration and operation of historic transit vehicles in the Seattle/King County area.

Metro Employees Historic Vehicle Association
c/o Metro Transit
201 S. Jackson St. Mail Stop CAB-TR-0350
Seattle, WA 98104

www.mehva.org



Trackless Trolley Excursions

**Sunday, June 10:
SEATTLE TROLLEY TOUR.**
Enjoy an unhurried 4-hour tour of Seattle's unique trolley system. Our restored trackless trolley buses will take you from Seattle's hectic downtown to several fine old neighborhoods throughout the city. Stops for photos and lunch. Trackless trolleys depart at 11 a.m.

**Saturday, August 11:
NIGHT TROLLEY TOUR.**
A 3-hour tour of Seattle's distinctive and varied nightlife neighborhoods: Pioneer Square, Broadway, lower Queen Anne and the University District. Stops for photos and coffee. Trackless trolleys depart at 7 p.m.

Big Changes for Fall 2007 Shakeup for all King County Metro Transit Members

The newly retrofitted Downtown Seattle Transit Tunnel reopens for weekday bus service Monday, Sept. 24, 2007. Sound Transit light rail trains will join buses in the tunnel when the rail line begins operation between Downtown Seattle and the airport in 2009. The 1.3-mile tunnel was closed for two years while Sound Transit retrofitted it for joint use by buses and light rail and updated many of the tunnel operating systems.

This means big changes in the runcut for Transit Operators and in the shifts for First line Supervisors and Facilities Maintenance personnel. It also means big changes for the riding public, which will affect not only Transit Operators, but our Rider Information and other Customer Service members as well.

Complete Fall Shakeup details will be available at pick. It is strongly advised that all Operators visit the preview rooms or make sure to study the runcuts when they are delivered to the bases. Operator Tunnel training is happening throughout the summer, so please see your training office for dates and times.

Look for tunnel reopening information at your base starting in late August. For Metro tunnel reopening information, visit www.seattletunnel.org or www.metrokc.gov

Problem Solving and Metro

By Alex D La Barba, Atlantic Base

From the Harkonnen Repair Manual page 86, "A solution is not viable, if, by application of such, a problem of greater significance is created."

Years ago METRO was confronted with a problem on the Gilligs and 40ft trolleys. The driver's slide windows were getting stuck in the open position because of a design error. The corners of the outside and internal window frames are both round and jam together when the window is opened.

The solution from METRO was to double screw two rectangular wedges unto the window frame and by this act stop the window from opening completely.

A new problem created in that the partially opened side window blocks up to 30% of the left rearview mirrors field of vision, both convex and flat. We go from the inconvenience of a jammed open window

to the safety hazard of not being able to see the whole picture. It is at times like these that we've come to realize how METRO is unable to handle the task at hand. One has to wonder, how many accidents and or near misses have been caused by this lack of visibility. And the future potential for mishaps it's still there. Obviously there was an attempt to a repair, but there was never a review to ascertain and evaluate the solution. And the input from a drivers' perspective was not taken into account. Now, now METRO... there is a failure in the system here. And safety is being compromised.

I offer METRO a better solution. Cut a square wedge onto the corner frame molding, and charge the window manufacturer for the repairs.

The windows will not get stuck and the drivers will be able to see 100% of their left side mirrors. We all win the safety war.

Roadeo Winners

2007 Access Paratransit Roadeo Results

Division 1: Top 20 Drivers (Qualify for State Competition)

Name	Final Score	Rank	Base
Michal Kacprzak	747	1	SPT
Ninus Hopkins	743	2	SPT
James Duffy	726	3	Veolia
Lottie Dryer	720	4	MV

King County Metro 2007 Rodeo Results

The 31st Annual Metrorodeo was held June 16th at the Training and Safety Facility in Tukwila. East Base Operator **Michael Grady** placed first in the Operator Division and won the Metrorodeo for the sixth time. **Tammy Klein** from South Base placed second. **Mel Nason**, North Base operator, took Third Place. **Mechanic Ryan Stringfellow** from North Base was victorious in the Maverick Division. **Michael Grady** will represent Metro at the state roadeo to be held in Vancouver, Washington in August and at the APTA International Bus Roadeo in May next year.

2007 Peninsula Cup Bus Roadeo Results

CTS Operator **Pete Christensen** scored the highest number of points and came away with the Peninsula Cup Award for first place overall. CTS operators **Bruce Monro** and **Harry Hebert** both finished in the top 10, and placed second and third respectively for CTS. For placing first for CTS, **Pete Christensen** will now move on to compete at the Washington State Competition which will be held in Vancouver in mid-August.



Pictured from left to right: 2007 Roadeo winner Executive Board Officer Ninus Hopkins and President Lance Norton.

President's Report, continued

The length of the line is 1.3 miles in each direction. (by the way, this is the world's shortest streetcar line.) The time of a one-way trip is estimated at nine minutes. The service will operate from 6:00 A.M. to 9:00 P.M. on 15 minute headways, seven days a week, with extra service on occasion.

The operator is expected to operate the car with little contact with passengers. The operator's position is within an enclosed cab with air conditioning and a lockable door. In addition to operating the car, the operators will be trained to do a certain amount of troubleshooting, such as resetting circuit breakers, cutting out motors or doors, etc. Layover will be almost entirely at the south end of the line to maximize the operator's time to step out of the seat.

Now on to the staffing for operation of the streetcar: compared to Central LINK Light Rail the streetcar will be a very small operation, however all positions aside from manager and chief positions will be filled by Local 587 members. Those positions will be four "Operations and Maintenance Supervisors (O&M Supervisors), four Streetcar Maintainers, and approximately (nine operators).

The **O&M Supervisor** positions will be multi-disciplinary; meaning the duties in this position will be to supervise both the Operations and the Maintenance of the Streetcar. O&M Supervisors will be involved in many different aspects of the streetcar operations; such as writing procedures, testing and operating streetcars, participating in emergency drills, training operators, supervising operators and streetcar maintainers, etc. O&M Supervisors will occasionally operate in revenue service when an operator is on a lunch break or needs a comfort station break. O&M Supervisors will also be involved in fare inspections.

Recruitment for the position of O&M Supervisor will be by an **internal** competitive hiring process. Employees who are hired in the initial round of hiring for O&M Supervisors will be given a seniority number based on their most recent continuous Metro seniority. After the initial round of hiring, seniority rank in **each** job classification shall be based on the date of hire in each classification. The **estimated** hiring dates for the O&M Super-

visor position is (May 1st, 2007). Those hired will be trained for two to three weeks on the operations of nearly identical cars in Tacoma or Portland. Shifts, vacations, and days off will be picked by streetcar seniority twice per year. Top wages for O&M Supervisors will be \$33.51 through the remainder of our current contract (October 31, 2007). Members interested in applying for these positions that are currently First Line Supervisors, Lead Mechanics or Mechanics will be given priority status for filling these positions.

Streetcar Maintenance - Four positions which will be recruited from existing bus mechanics through a competitive selection process. Those selected will be placed on a hiring list in bus seniority order. Future vacant streetcar positions will be filled from the hiring list in seniority order. After the initial hiring seniority in the streetcar maintenance positions will be established by date of hire in that classification.

The streetcar maintainers will be doing all levels of maintenance; such as cleaning cars, troubleshooting defective cars, periodic regular maintenance, adjusting or changing out parts, and occasional noise control work including lubricating rails and curves.

Shifts, vacations, and days off will be picked by streetcar seniority three times per year. Top wage for streetcar maintainers will be \$28.98 through the remainder of our current contract (October 31, 2007). The estimated hiring date for the streetcar maintainers is (July 15, 2007).

Streetcar Operators - Approximately nine operator positions will come from the ranks of qualified full-time bus operators in seniority order. Qualifications for training as a streetcar operator position will be established by a record review. All applicants for streetcar operator will be required to attend an orientation session prior to training in which they will be acquainted with the streetcar operator position and the requirements they must satisfy in training. Shifts, vacations, and days off will be picked by streetcar seniority three times per year. Top wage for Streetcar Operators will be \$25.34 through the remainder of our current contract (October 31, 2007). Estimated hiring dates for the streetcar operating positions are three operators (on September

01, 2007 and six operators on September 22, 2007).

Commitment to Southlake Union Streetcar for the positions of O&M Supervisors and Streetcar Maintainers: Employees hired into these positions will commit to no less than one year at Streetcar. Employees wishing to return to the bus side will be afforded the opportunity to do so in seniority order at an annual date to be determined later. The number of returning employees in each of these two classifications may be limited to ten percent (10%) or no less than one (1) each year, with no loss of bus seniority.

Commitment to Southlake Union Streetcar for the positions of Streetcar Operator: Bus Transit Operators who are hired into streetcar operator positions commit to no less than one (1) year in streetcar. **Further, streetcar operators hired before January 2010 agree not to apply for Central LINK Light Rail positions.** After January 1, 2010 all streetcar operators will be eligible to apply for Central LINK Light Rail operator positions in the same manner as bus transit operators with all their bus transit operator and streetcar operator seniority. Streetcar operators will be allowed an annual opportunity to return to bus operations limited to ten percent (10%) of the employees in streetcar operator classification. This ratio may be exceeded at Met-

ro's discretion. After two (2) years experience in revenue service as a streetcar operator, those operators who have left streetcar and returned to bus operations may return to vacant streetcar positions.

Probationary Period for the positions of O&M Supervisors, Streetcar Maintainers and Streetcar Operators: A one hundred twenty (120) day probationary period will apply to all streetcar positions. This probationary period will commence upon the successful completion of streetcar training and placement into the respective position. Any employee who came from a bus position and fails to qualify in streetcar will be returned to his/her bus position with no loss of seniority.

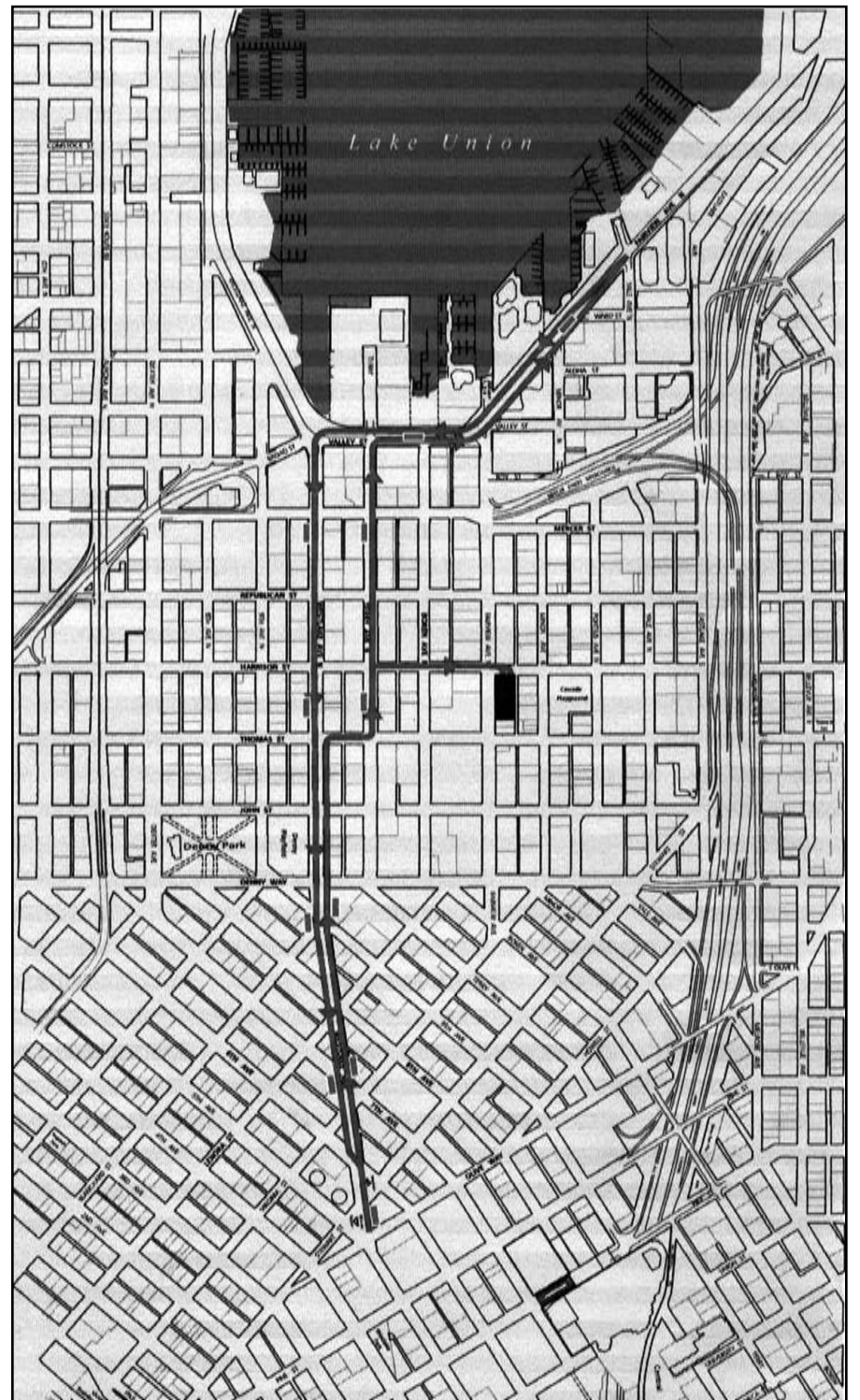
Seniority on return to bus positions: Employees leaving streetcar after fulfilling their one (1) year commitment and returning to their bus side position will return with their bus seniority. Time spent in streetcar positions will count toward bus seniority for those employees who return to bus positions.

Those members interested in applying for any of these positions please watch for the postings.

Regards to all...
Be Safe,
Lance F. Norton,
President/Business
Representative



Artist's conception of our South Lake Union Streetcar at Westlake and Valley



Route for the South Lake Union Streetcar
Northbound from Westlake Center: north on Westlake, right on Thomas St., left on Terry Ave., right on Valley St., left on Fairview Ave. N. to Fairview Ave. N. and Yale Ave. N.
South Bound: on Fairview Ave. N., right on Valley St., left on Westlake Ave. N. to Westlake Center.

The Vice President's Report

By Kenny McCormick



The Americans with Disabilities Act of 1990 (ADA)

On April 11, 2007 management changed Transit Operations Policy & Procedures #31 and began requiring First-Line Supervisors to do ADA ride checks for observation purposes only. Well, what does that mean? These observations are for information gathering and can not be use for discipline. However, they can trigger another ride check from a Chief or Service Auditor and if you fail to announce the required 75% it would then lead to discipline. I would suggest that if you have some free time, please use it wisely and read policy #31.

The reason Metro has given for focusing on the compliance to Policy #31 is to avoid being fined by the Federal Government. This service is important to all of our customers, not just the disabled. Operators generally do a very good job of stop calling.

We are getting more and more calls at the Union office about Performance Reports being written for failure to call ADA stops. In most of these cases the member says that

he/she is calling the stops. After an investigation is conducted it is often discovered that the PA system is not working properly. How can you tell if it is not working properly? Some Operators say they tap on the microphone, others ask passengers as they board to let them know if their announcements are audible. Develop your own system or use either of these, but make sure you call stops.

When Chiefs or Supervisors ride your coaches the goal should not change. What I mean by this is; if the concern is not to be fined and a Chief, First Line Supervisor or Service Auditor is riding a coach and the announcements are not audible would someone please inform the Operator immediately? I hope the people conducting the ride checks are more concerned about not getting FINED, than writing PR's. If we worked in a perfect world there would be no PR's and discipline would not be the first response.

The reason I am writing about this topic is, we had an Operator

disciplined who was indeed calling the stops but the ADA Chief or Service Auditor did not hear the stops being called. The Operator was proud of the job he/she had done and just knew he/she would receive a commendation for the excellent job he/she had done. One day the Operator received a "see me" slip and went to their Chief

thinking it was going to be good news, only to be told "you did not call the stops and you are going to be suspended".

There is a silver lining in this case! The Operator was driving a coach equipped with a camera on board. The tape was pulled and it revealed that the Operator was calling the

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WORK SITE VISITS

Kenny McCormick, Vice President, will be visiting various work sites during the month of August. Below is a list of times, dates and locations.

August 14th	South Base OPS	3:45 am – 5:00 am
	South Base VM	5:15 am – 6:15 am
	South Base CSC	6:30 am – 7:30 am
	Revenue Proc. Cntr	8:00 am – 9:00 am
August 23rd	South Base Training	1:00 pm – 2:00 pm
	South Base OPS	2:15 pm – 3:30 pm
	South Base Facilities	3:45 pm – 5:00 pm

The Recording Secretary's Report

By Paul J. Bachtel



Western States Conference

Within the Amalgamated Transit Union, local unions join together to form conferences for the purpose of exchanging information relating to ongoing activities within the respective locals, forming political alliances to promote legislation beneficial to transit workers and to unite organized workers to secure improvements in wages, benefits and working conditions. In addition to these lofty goals, once every three years the various conferences meet to discuss and come to agreement on endorsements for candidates for International office, and to discuss and make recommendations on resolutions and/or constitutional amendments that will be presented at the upcoming ATU International Convention.

Local 587 is a member of the Northwest Conference. The Northwest Conference is comprised of ATU locals from the Western United States (excluding California) and

Western Canada. Just prior to the ATU International Convention (held every three years in September) the Northwest Conference joins with the California Conference to form the Western States Conference. The purpose of meeting jointly is to form a larger coalition, a block of votes. They work on finding common ground to vote collectively in support of International officers, resolutions and/or amendments to our International Constitution that are in the best interest of the locals that belong to the Northwest Conference. At least that's the concept.

In late June I joined ten of my fellow Local 587 union officers in attending the Western States Conference in San Diego California. At this year's Western States Conference I fully expected to hear local union presidents debate the relative merits of our international officers. I expected to hear the potential impacts on the locals of the Western States of

the upcoming resolutions and/or proposed constitutional amendments. Instead, the Western States Conference broke out into separate bodies and voted independently. It

seems the concept of forming a solid block of votes among the locals of the Western States was not to be the object of this year's gathering.

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WORK SITE VISITS

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

August 09th	Ryerson VM	2:00 pm – 2:30 pm
	Ryerson Operations	2:30 pm – 5:00 pm
August 10th	Bellevue Operations	4:00 am – 6:30 am
	Bellevue VM	6:30 am – 7:00 am
August 17th	East Operations	4:00 am – 6:30 am
	East VM	6:30 am – 7:00 am

You Gotta Love Those Trolleys!!!

By Efren M. Villanueva

Okay, I make no bones about it, I'm a diesel driver. When I'm driving I want to go. I don't want to follow wires and making sure my poles don't pop off. Yep, I'm what you call a HOT DOG driver behind the wheel. I have to hand it to our trolley drivers. They have patience. Aside from what diesel drivers do, trolley drivers have more things to be concerned about.

I was driving Route 3 to Madrona Park, praise the lord I had no problems getting to Queen Anne. On my way south, I made sure to depress the turn signal so my poles would switch off of Queen Anne Avenue to Boston Street, eye on the turn, eye on the poles, making sure that I've passed the dead spot (zero power). Hooray, I done it. I picked up three passengers, one a nurse and the others just going to downtown. On down the route I like the drive through Fifth Avenue to the Space Needle, picturesque and still awesome.

I finally make my smooth turn to Third Avenue and begin picking up more passengers. You know, on a straight run a trolley isn't any different from a diesel. You just drive. I reach Pine Street and boy the coach is filling up real fast, by the time I arrive at Seneca I've got standing room only and I haven't got to James Street yet. What is this, the entire City of Seattle trying to fit inside this Gillig? Hey folks, there is another bus behind us. "Hello Sir, welcome aboard." "Okay folks, squeeze them cheeks, we're getting more people inside."

Okay, release the brakes, accelerate just a little and let go of the 'hill holder.' The coach rolls down, "Whoa." Okay let's try this again. AHH, now that's better. I begin to inch beyond Fourth and the coach is now at a forty-five degree angle hoping I can make that light at Fifth as the 'Request Stop' comes on. People, this is not a good time to stop the

coach. Huh, I can't believe it, three persons came on board.

Okay, left hand on the 'hill holder', release the brake, gradually accelerate and let go of the 'hill holder'. Not bad, we're moving. We're passing Sixth and boy I know I can make that light at Seventh. Now to make Eight Avenue and then Ninth. Damn it, the 'Request Stop'. Boy, standing room and only six persons get off. Here we go again, left hand on the 'hill holder' release the brake, gradually accelerate and let go of the 'hill holder'. WHOA!!!! We just rolled down ten feet. Praise the lord I didn't run over anyone. My hands are sweating, lips drying out, feet are so slippery they're about to slide out of my shoes, hands and feet shaking. Perspiration flowing down my brow and my ears are burning. One more time, left hand on the 'hill holder' release the brake, gradually accelerate and let go of the "hill holder." WHOA!!!! Just rolled down another five feet. If a district

supervisor were to watch me right now, I'd get a hundred PR's, eat your donuts elsewhere. These passengers must think I'm an idiot up here. "What'cha doing up there man, playing with yourself?" COME ON MULE LET'S GET UP THIS DAMN HILL. Hail Mary full of grace.... Where's a mechanic when you need one? Okay, one more time, Lord don't leave me now. Left hand on the 'hill holder' release the brake and this time, put the pedal to the metal, okay, let's do it. YEAH!!!! FREEDOM BABY. Right turn signal to move the poles. WHEW! made it!!!!. "Ninth and Jefferson, Harborview Medical Center." The first passenger checks her purse to pay the fare, "Sir, is this still the ride free zone?"

"OHHHH SH***TTTTT." I know this is going to be a long day.

Our contract ends this year. When we negotiate, I believe Trolley drivers deserve at least a \$2 per hour raise. You know — you got my vote.

Vice President, continued

stops as he/she had professed all along. To make this long story short the discipline was removed and the Operator was made whole. The Chief was certain that the stops were not being called, and the Operator would have been the victim, were it not for the camera on the coach.

Metro has said that around 2010 all our coaches will be equipped with automated stop calls. While attending a conference in Chicago we experienced the convenience of not having to call stops. The Operators were more relaxed and so were the customers. Seattle has been on the cutting edge of technology and now we are playing catch up on the automated stop calling.

Until Seattle catches up with technology, we need to come up with a better plan to comply with the federal requirement of calling stops. I would like to see a commitment by management of being proactive and immediately informing operators when the announcements are not audible. The synergy generated by this practice would enhance operator compliance with ADA policy. The ADA Chief or Service Auditor does not have to identify themselves or their purpose, he/she can simply say I can not hear your announcements and I want to get off at and give a location or driver I can't hear you.

Speechless in Seattle!!!

Recording Secretary, continued

During the Northwest Conference break out session, the delegation moved towards endorsing the incumbent International Vice Presidents assigned to our geographic area, without any discussion of their relative merits, problems or concerns, or even positive aspects and attributes. Four delegates voted against this proposed blanket endorsement. Three of the four were delegates from Local 587. In addition, the Conference failed to debate or vote upon known proposed resolutions and/or constitutional amendments. So as far as the Northwest locals are concerned, their representatives have taken no position.

The four votes against endorsement were not votes against particular candidates. In fact, many at Local 587 have expressed their great admiration and appreciation for work done by International Vice President Ron Heintzman. The votes against endorsement were not votes against International Vice Presidents Don Hansen or Bob Hykaway. Rather, I believe the votes against the blanket endorsement, three coming from Local 587, were

in reaction to failure of the Western States Conference to even entertain debate of the relative merits of our International Officers.

Our ATU leadership prides itself in declaring the ATU as a truly democratic organization. But how can it be a truly democratic organization with blanket endorsements that do not involve honest discussion and debate? I'm proud to be a member of a Local where my fellow union officers have the professional integrity to stand up and be counted, and to insist on the basic premises of democracy: being presented with all sides of an issue and weighing the merits therein. I'm saddened that due to a failed process, Local 587 delegates (including yours truly) felt they couldn't vote to support and endorse International Vice Presidents Ron Heintzman, Don Hanson and Bob Hykaway.

I hope the Northwest and California Conferences will take note of the no votes and make an effort to engage in an honest debate of the individuals and issues prior to the next International Convention in 2010. Otherwise, why bother voting?

2007 Summer Barbeque

By Executive Board Officers Neal Safrin and Judy Young

The 2007 Summer Barbeque was held at a beautiful park in the south end of King County called Five Mile Lake Park. This was the first Summer Barbeque event that we have held in the South King County and a continuation of the concept of the regional summer events that we began four years ago. This year's event was catered by Jones BBQ. They served about 450 people plates of ribs, chicken and numerous side dishes. Executive Board Officer Judy Young and I co-chaired the event this year and actually came in under budget! For the second year in a row, we were entertained by a band from our sister ATU Local 1576 in Snohomish County.

Judy and I would like to thank the many volunteers that helped make the event a success this year. In particular: Michelle Penny, Brett Whiting and daughter, BJ Neil, Lisa Nault, John Bouie, Lichelle Hale, Prakash Chand, Ray Mason, Chuck Lare, Paul Teft and our four fulltime officers, President Lance Norton, Vice-President Kenny McCormick, Financial Secretary Paul Neil, and Recording Secretary, Paul Bachtel. The Executive Board Officers who assisted namely: Ray Campbell, Michael Moore, Brian Sherlock, Rick Sepolen, Lisa Thompson, Kermit Gipson, Chris Daniels and Thomas Woolley. Please excuse us if we forget a few of our volunteers.

