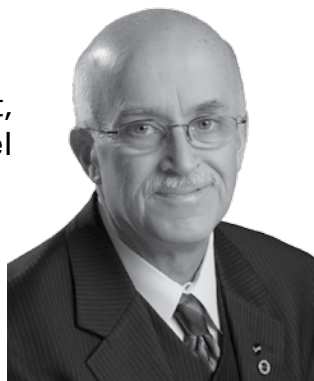


## The President's Report

by President,  
Paul J. Bachtel



# King County Metro Contract Implementation

On Monday, January 3, 2011, members of the King County Council voted unanimously to approve the Tentative Labor Agreement ratified by our King County Metro membership in late November. Eleven days later the Labor Agreement became law. Now begins the process of implementing the agreed upon changes.

With only one exception, contract changes are implemented by King County Metro (KCM), although to avoid disputes Union Officers will take an active part in insuring the Union and management are in agreement regarding the timing of implementing each change.

The one exception where the Union will implement changes is in Articles 6 & 7 and R6 & R7 (Rail) addressing Seniority and Layoff. These four articles were extensively rewritten and the changes agreed upon will take affect on the first day of the spring Transit Operator shake

up, February 5, 2011. The changes negotiated are not retroactive and no member's seniority will change on February 5. Only future promotions, transfers, and demotions will be based on our new Labor Agreement.

Several of the changes affecting Transit Operators will require software changes to implement. KCM is working with its software provider to write software revisions to implement the packaged changes addressing the allocation of open trippers and removal of the 7:59 limit from the Additional Tripper List. These changes are tentatively scheduled to take effect in early March. I want to emphasize the date of implementation is tentative and an exact date of implementation is not guaranteed.

A number of other changes will be implemented as soon as reasonably possible or when common sense would dictate. As example, the pick requirement to be medically

released to work by the first day of shake up if a full-time Operator (on bus, streetcar, or rail) has been off for more than 30 days will not take affect until the summer pick.

Questions regarding when any specific contract change and/or its implementation date should be addressed to one of your full-time Union Officers.

Printing of the new contract will be under the direction of the Recording Secretary and a date when contract books will be available will be announced in a future bulletin. In the meantime, the new Labor Agreement is posted on our website at <http://www.atu587.com/membership-bargaining.html>.

One last project remains to complete the King County Metro negotiations. We hired a labor economist to help prepare for the possibility of interest arbitration and I'm having that work completed to

*continued on page 10*



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**The Month at a Glance**

*Executive Board Report*

January 25, 2011

At the January 25<sup>th</sup> Executive Board, the following business was conducted:

**Motion by Michael Shea:** To recommend that the membership pursue the grievance of Kenny McCormick to arbitration was not adopted.

The following motions were supported by the Executive Board:

**Motion by Paul Neil:** To amend ATU 587's Payroll Policy:

Amend Paragraph 4 under Full-Time Officers to read:

Vacation accrual hours shall be placed in an Officer's bank each pay period at the applicable rate. Officers may take up to 40 hours of vacation in excess of the hours available but may not cash out any vacation hours until they are earned.

**Motion by: Motion by Rick Sepolen:** To send up to five members to the February 23-24 WSLC Legislative Conference, paying \$50 per person registration and one night's lodging at \$113.97 per person, plus per diem.

**Motion by Paul Neil:** That ATU Local 587 adopt the resolution call-

ing for a US Department of Labor investigation of the International Officer election in Florida and provide a support for legal fees totaling one dollar per 587 member.

**Motion by Michael Moore:** That ATU Local 587 send up to 5 members to the International Black Caucus in Atlanta Georgia on May 19th to the 22nd, paying travel, lodging, registration and per diem.

**Motion by Vice President Sepolen:** That ATU Local 587 accept the recommendation of the Financial Secretary that Kenny McCormick repay \$3,000 over a 36 month period for an inadvertent overpayment which was no fault of his own.

**Motion by Clint De Voss:** To send up to 4 to the Labor and Employment Relations Associations Conference paying registration

**Motion by Andrew Jeromsky:** To allocate \$300 for a full page ad in the Black Caucus program

**Motion by Andrew Jeromsky:** To donate \$250 to the Bruce Pittman Foster Scholarship Fund

*Business of the Membership*

At the January cycle of membership meetings, the following business was conducted:

The membership did not support a motion by Jeff Welch to amend Michael Shea's motion passed by the Executive Board, "to continue the Full Time Officer compensation as currently computed". The amendment was to add "that the amount of the Full Time officer Salaries, by office, be published in the March 2011 *News Review*."

The membership chose not to support an arbitration request by James Smith.

The following members were December pot draw winners:

Venus Kapuaala, charter meeting, Dan Uhler (who donated his winnings to the Puget Sound Labor Agency - Thanks Dan!), morning meeting, Paul Hausmann, JTA meeting, Bob Eash, Clallam County meeting and Anthony F Engrissei, at the afternoon meeting. The Clallam County Rolling Pot of \$600 was won by Jeremiah Reeves. Next month it will be \$25.

**Membership Meetings: Tentative Agenda**

**CHARTER MEETING**  
Thursday, February 3, 2011  
8:00 p.m.  
The Labor Temple, Hall #8  
2800 1st Ave., Seattle, WA

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

**MORNING MEETING**  
Friday, February 4, 2011  
10:30 a.m.  
The Labor Temple, Hall #6  
2800 1st Ave., Seattle, WA

**CLALLAM TRANSIT & PARATRANSIT**  
Tuesday, February 8, 2011  
7:00 p.m.  
Vern Burton Memorial Building  
Port Angeles, WA

**WEDNESDAY MEETING**  
Wednesday, February 9, 2011  
3:30 p.m.  
The Labor Temple, Hall #6  
2800 1st Ave., Seattle, WA

**Among Topics to be Discussed:**

- Grievance and Arbitration Update
- King County Metro Contract Implementation
- Jefferson Contract Implementation
- First Transit Management

**Unfinished Business:**

None

**In Loving Memory...**

*Let us endeavor to live so that when we come to die even the undertaker will be sorry.*

— Mark Twain

The wife of **Jack M. Olsen** contacted the Union office and told us that he passed earlier that day. She called to tell us of his wish before passing, that he be remembered in these pages and that we include this message to our members: "Love is the only thing we can carry with us as we go. It makes the end easy."

**Kuldeep Mahil** was a Transit Operator who joined us in the summer of 2009.

**Paul Westlund** was a member born in 1918 and the only thing we know about him is that he had an enviably long life.

*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 Clallam Paratransit.

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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

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**RAY MASON**  
**LUDWIG BECKER**

**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 15<sup>th</sup> 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:

**Brian Sherlock, Editor**  
c/o ATU Local 587  
*News Review*  
2815 Second Avenue, Suite 230  
Seattle, WA 98121

# Get ready! Vote now! Mail it!

**B**y the time you read this, ballots have been mailed for the Primary Special Election. All active and retired members in good standing as of January 14, 2011 can vote for the Recording Secretary. Transit Operators for King Country Metro can also vote for the Executive Board Transit Operator Position #6, which was vacated by Judy Young.

If you did not receive a Primary ballot by February 11th, or if you lose or destroy your ballot, you may request a duplicate by calling the Local at (206) 448-8588 or (800) 847-4696. Also, if you know of someone who did not receive a ballot, have the person contact the Local.

All members need to mail in their ballots as soon as possible after receiving them. In order for a ballot to be counted, it must be RECEIVED at the designated election post office box no later than 10:00 AM on Tuesday, February 22, 2011. This means that postmarks do not count and remember that Monday, February 21st is a holiday (no mail service!). Also, do not hand-deliver your ballot or send them by inter-office or US mail to the Local 587 business office. Federal regulations do not allow such ballots to be counted.

When voting, be sure to carefully follow the instructions that are included with your ballot. Each

member will be provided with a postage-paid envelope and secret ballot envelope along with the ballot. If, for some reason, a plain envelope is used to mail the ballot, the voter's name and address must be on the outside of the envelope. If there is more than one member in your household, each person must mail their ballot in a separate envelope.

Your name on the return ballot envelope is needed to identify you as an eligible voter. The bar code in the upper left corner of the return ballot envelope will be used by the Special Election Committee for sorting ballots and determining voter eligibility at the ballot count. Your vote will remain secret, because the secret ballot envelope containing your ballot will be separated from the return ballot envelope once voter eligibility has been verified, and then mixed with other secret ballot envelopes before it is opened and the ballot counted.

Ballots for the Special Primary Election will be counted by True-Ballot, Inc. under the direction of the Special Election Committee at The Labor Temple after the mail is picked up from the Post Office box on February 22, 2011. Members and candidates are encouraged to observe the ballot counting process.

## *Primary Special Election Candidates February 22, 2011*

### **Recording Secretary:**

Martin Acevedo  
McKinley R. Billingsley  
Bob Dowd  
Jennie Cijl  
Jim Hermanson  
Bruce Tiebout  
Judy J. Young

### **Executive Board - Transit Operator Position #6:**

Verita Alexander  
Russell B. "Russ" Bates  
Harold Batson  
Alex D. LaBarba  
LaTonya "Red" Plummer-Creason  
Stephanie Ponder-Hagen  
Hal Poor  
Jan Stafford

## Arbitration Update

- 1. James Jones:** Grieved change in the VM vacation pick process. Arbitration hearing held June 28 & 29, 2010. Decision held in abeyance while settlement talks are underway.
- 2. Mario Musni:** (Pigeongate) Grieved suspension for alleged violation of King County policy banning weapons (slingshot) in the workplace; schedule pending.
- 3. Paul Kriskov:** Grieved suspension for alleged use of Personal Electronic Device while operating a Metro coach. Grievance held in abeyance pending resolution of an Unfair Labor Practice (ULP) complaint contending Metro failed to bargain the change in policy to completion. PERC commissioner ruled in Metro's favor and a decision to appeal the commissioner's ruling is being evaluated.
- 4. Jon Salkeld:** Grieved issuance of a letter of expectation in violation of the discipline section of the collective bargaining agreement; schedule pending.
- 5. Cory Rigtrup:** Grieved suspension for alleged falsification of a Metro document and violation of the King County's policy on nondiscrimination and workplace harassment; hearing held December 17, 2010, with decision pending.
- 6. Jimmie Dean:** Grieved suspension for alleged Gross Negligence in the performance of his job duties; schedule pending.
- 7. Jerry Rankin:** Grieved failure of Paratransit Services to provide contractually agreed upon benefits; schedule pending.

## Attention ATU 587 Members

### Latino Caucus

*There will be a Latino Caucus Meeting 30 minutes prior to the next Charter Meeting on February 3, 2011. For questions, please contact Osvaldo Fernandez at 206-722-6862.*

**TRANSIT  
WORKERS  
ENDORSE  
LEGISLATORS  
WHO VOTE  
PRO TRANSIT**

# Are You a Sick Leave Abuser or Just a Sick Leave User?

By Clint DeVoss, Executive Board Officer for Vehicle Maintenance

While there are many contractually valid reasons for using sick leave listed in the Contract, the most common legitimate uses are for your own illness or injury, a family member's, or for a medical appointment. For those of you who use sick leave for these reasons you are just a sick leave user. Why then, do a lot of us in Vehicle Maintenance (VM) receive "Sick Leave Abuse" letters even though we are using sick leave appropriately?

People using sick leave appropriately get "Sick Leave Abuse" letters for the usual reason; King County wants to save money at our expense and could not get that kind

of a concession at the bargaining table. King County has not done their research and has formulated a policy based on what they want, rather than a policy that is well thought out, and is actually based on supportable facts.

Most managers issuing suspected "Sick Leave Abuse" letters do not have the technical skills to evaluate an employee's sick leave use for abuse. For these managers, King County has established threshold values to issue letters that are out of touch with reality and have little or no factual support. If you have taken ten days of sick leave, legitimately, in single day increments, randomly distributed an employee would be

expected to have four of them on a Monday or Friday, and would get a "Sick Leave Abuse" letter.

King County's Criteria for determining who are "Sick Leave" Abusers is Ill-conceived, Arbitrary and Out of Touch with Reality

Most of the employees in VM do physical work both in and outside. Many of the employees are also doing work that effects the safe operation of the coaches. By having and promoting sick employees repairing and inspecting coaches when they are feeling ill, running a fever, or are worried about a loved one that feels ill, King County promotes bad and unsafe workmanship.

The Centers for Disease Control

(CDC) know a lot more about colds and the flu than the managers in VM, yet VM managers arrogantly make decisions that are contrary to the recommendations of the CDC. The common cold can be contagious for up to two weeks and is most contagious during the first 2 to 4 days after the onset of symptoms, while the flu is contagious for five to seven days after the onset of symptoms. **The CDC and King County Public Health recommend that if you are sick "Stay Home"!** Yet, if you follow the CDC's expert advice and stay home for the one or two colds you re going to get this year you are very likely to receive a letter telling you that you are suspected of abusing your sick leave benefit.

Even worse, King County's punishes employees for using sick leave for medical appointments. Many medical professionals do not work on the weekends, work bankers hours, and generally are only available during the day, Monday through Friday. Therefore, if you work dayshift, with weekends off, and if you want to practice preventive medicine you must use sick leave to attend appointments. These appointments factor into the "Sick Leave Abuse" determination.

The average employee using sick leave for medical appointments, has two dental cleanings per year, usually at least one check-up or physical per year and god help you if you actually are sick, have to have dental work done, or some minor medical procedure performed. These absences will make you a sick leave abuser under the system that management uses. So rather than promoting healthy employees who take care of themselves, King County promotes being at work while sick or injured which causes future problems that are greater in magnitude and exposes everyone else to the illnesses, to boot.

Furthermore, do not get me going on the time wasting, politically correct, liar-training program called "Health Incentives", which only looks good on paper while solving no real health problems.

### Elements of the Solution

Key to solving the "Sick Leave Abuse" problem and the issuing of letters that do nothing but make for bad moral in employees is a commitment to the concept of looking at the facts for solutions rather than generating a solution and then finding facts to support it.

Most employees do not abuse the sick leave, they use sick leave for the legitimate purposes listed in the Contract. Because King County management "puts the cart before the horse" when it uses arbitrary criteria not based in fact and

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TRANSIT UNION  
LEGISLATIVE COUNCIL  
KING COUNTY  
COALITION OF UNIONS

ATU Local 587 is setting up a list of our Members' email addresses. While this is strictly voluntary, an email list will help ATU Local 587 be better organized and more effective in communicating with our membership. We will use your email to send occasional updates on what the Union is doing and opportunities to volunteer. Your emails will be used for Union business only. They will not be made available to your Employer. Please consider signing up-and thank you!

Please print very clearly and fill out completely and return to the union office:

Full Name \_\_\_\_\_ ID \_\_\_\_\_

Email Address \_\_\_\_\_

Best phone number to reach you \_\_\_\_\_

opeiu8afficio

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# The Reduced Weekday Schedule

By Lynn Kohner

The “Reduced Weekday Schedule” is a combination of ignorance on the part of the King County Council (not Metro management) and a computer. Computers will do exactly what you tell them to do.

While some Part-Timers are pleased (“it’s great — used to be, I always had to come in to do some part of the run, but now I get the entire day off!”), others are appalled at the way riders will be left stranded. And there is much to be appalled by — in a number of cases, Saturday service exceeds what is left after these “minimal changes” — example: on Saturday, the 7-Rainier goes to Prentice every half hour, whereas during the “minimal change” the 7-Rainier only goes as far as Henderson between the 5:08am and 6:42am, then another missing trip followed by the 7:18am.

The King County Council is confident they haven’t actually inconvenienced anyone with their carefully thought out cuts.

There are some cuts that are simply school trips or express peak-hour service, but much of it is by association — because the “H” designate, formerly meaning “this trip is cancelled because school is out” now means “this entire run is cancelled.” And the former “this trip is cancelled because it is express” now means “this entire run is cancelled because it has an express trip on it.”

The result is the cancellations are random — missing busses here and there, and devastating the ability for early-morning shift-workers to get to work.

Yes, shift-work — hospital food service, grocery clerks, convenience store workers — the kind of people you take for granted. It will also impact office workers of all kinds — indeed, anyone who takes the bus and doesn’t get off whenever school is out. However, after those who don’t have cars have been fired (Metro did this Nov 11th and 26th, and will do it again 24 Dec thru 31 Dec), their replacements will be required to have cars, so Metro may be able to cancel some very early trips permanently.

This is NOT a comprehensive list of the damages, it’s a few schedules I’ve picked up.

Examples in the morning: 15/18 (Ballard) lose all trips that get downtown prior to 6:15 and some random express trips on both routes in peak hour. 14-Mt Baker loses half the am peak service but earlier service still runs. 7-Rainier keeps service that gets downtown before 6am; but all but one trip from the end of the line (beyond Henderson St) is cancelled between the 5:09am and the 7:18am. 2-West Queen Anne loses 14 out of 17 trips during peak hour; the neighboring 1-Kinnear

is unaffected while the 13-Seattle Pacific on the other side loses the 8:30am inbound trip.

Examples in the afternoon: 56-Alki loses service between 3:07pm and 4:30pm, while the companion peak-hour only 57 only loses one (5:10pm) of 6 trips. 2-West Queen Anne loses 14 of 17 trips going home; the neighboring 1-Kinnear loses only the post-peak 6:14pm while the 13-Seattle Pacific loses only the pre-peak 2:55. Most, but not all, of the 15-Express service is cancelled, along with a couple 18-Express trips.

The person (politician) who made the decision sees himself as a bold leader not afraid to make necessary decisions, rather than an egotisti-

cal individual not afraid to make uniformed decisions. And this isn’t the first time I’ve encountered the “we’ll take out the express service because people can use local service” concept — I headed off the Metro Council proposal to charge extra for Express service TWICE in my activist days. What they don’t understand is express service, as with 7-Rainier loop, is the ONLY express service during the peak.

Sometimes the route is effectively split into a near section and a far section so both busses are emptied more quickly and back in service to do a 2nd trip. (Route 7-Rainier is an example. The 71, 72, 73, and 70 now have different numbers from

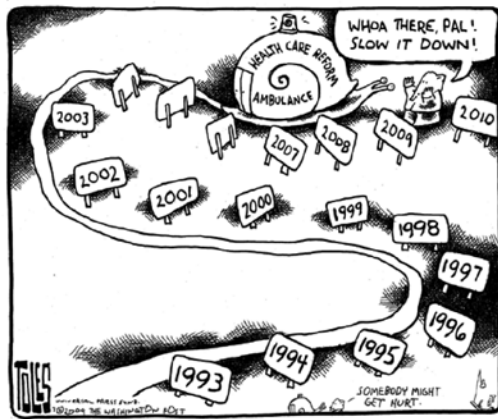
“7,” reducing confusion from when it was all one huge interlinked mass and assumed to be “excess service” by people who didn’t understand what it was.) In other cases, such as the 2-West Queen Anne, regular service is diverted to the lesser loop, going from 2-Madrona to 13-Seattle Pacific, leaving only token (3 trips during peak hour) service to 2-WQA loop - the rest is all “H” and “EH.” (In the case of the 56, the bus that otherwise would go to Alki is diverted to give direct-to-town service to 57-Genessee Hill, in addition to the 51 shuttle, and the 56-Alki gets nothing — whereas on the weekend, 56 gets the direct-to-town while

*continued on page 7*

## National Health Care: What’s next for labor?

Join us for a discussion led by:

- Teresa Mosqueda, Legislative & Policy Director, WA State Labor Council
- Greg Devereux, Executive Director, WA Federation of State Employees
- Sofia Aragon, Senior Governmental Affairs Advisor, WA State Nurses Association
- Larry Brown, Political Director, Machinists District 751
- Hilary Stern, Executive Director, Casa Latina
- Mark Dudzic, National Coordinator, Labor Campaign for Single Payer



Working people have made gains on national health care in the past few years. But clearly, we have a long way yet to go.

What should labor’s strategy be to win a health care system that serves the needs of all, rather than the profits of the few? What are the next steps toward achieving real national health care?

**Thursday, February 3<sup>rd</sup>**  
**7:00 – 9:00 pm**  
**Seattle Labor Temple, Hall One**  
**2800 First Avenue, Seattle**

*Cosponsored by:* •Washington State Labor Council •Labor Campaign for Single Payer • American Federation of Government Employees Local 3937 •Casa Latina •Communications Workers of America Local 7800 •Inlandboatmen’s Union of the Pacific •International Alliance of Theatrical Stage Employees Local 15 •International Association of Machinists District 751 •Martin Luther King Jr. County Labor Council •Office & Professional Employees International Union Local 8 •Washington Federation of State Employees-American Federation of State County & Municipal Employees Council 28 •Washington State Nurses Association

► Traducciones al español realizadas ◀

For more information, please call 206-214-6169, or email [stagerep@ia15.org](mailto:stagerep@ia15.org)

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# Letters to the Editor..

## Thanks?

Just wanted to take the time to "Thank" the Union for screwing up our calendars. Its amazing how such a little thing can piss off so many people. Lets start with, where am I supposed to put my pen? Every calendar since I hired on has had a pocket in the front designed to hold a pen. Its perfect for the majority of us that write in our calendars on a daily basis, we always know where a pen is and there is no hunting or need to borrow one. Next, since when do we give special preference to one religious group over all the others? I don't mind adding in holidays that other groups celebrate, but why are they not listed with the other 'Important Dates' why draw the extra attention to one group? I was glad to see the information on Union meetings, however it is such a shame that the Weingarten Rights Statement (a long overdue welcome addition) seems to be so unimportant that it was stuck at the back of the calendar on the very last page.

I am deeply disappointed with the Union on something that was fine the way it was, apparently someone forgot the saying, 'If its not broke, DON'T fix it.'

Angela Wick  
#10169  
Eastside Campus :) (lol)

## E-MAIL ADDRESSES

I would like to thank everyone who filled out the e-mail address request forms at pick. Through e-mail, your union will be able to keep you abreast of important information and developments almost instantaneously, as well as distributing electronic petitions, (when appropriate), that interested members can support with the click of a button. That is democracy and unionism in action. If you didn't have time to leave your e-mail address at the pick, you can send it in

to the union anytime by e-mailing the PR Committee at [prcmte@atu587.com](mailto:prcmte@atu587.com). Just type "E-mail address" in the subject line and we'll get it entered into the union's database. Your e-mail address will be kept

private and never be given out to anyone unless you request it.

Andrew Jeromsky,  
Public Relations  
Committee member

### 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*

### 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 15<sup>th</sup> 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:

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

# A Yes Vote

By Mike Moore

I would like to thank the membership for the yes Vote. I was the first Executive Board Officer to recommend to accept the contract, and send it to you for a vote, and you voted yes, 69% 1.624 to 722. But we all know that some people voted no because they do on the first offer but now was not the time for that. There are a lot of things that are missing that we would have liked to see in the agreement, but now is not for them. We sure did not want to send it back because surely we would be going into arbitration and now is not the time for that. We looked around and we were willing to put some things aside until things get better. We have always been willing to do our part to help our community but the help must be meaningful because we are also suffering in this recession.

By forgoing this year's cost of living we will help King County save 32 million dollars and that's meaningful. I have been a Transit Operator for King County Metro for 30 years and this will be the first time in 30 years that I know of that we will give up a cost of living adjustment, and only the second time in 30 years that we will receive a wage raise increase. A wage increase is paying a person for their wealth and their value and it is nice to see wage increases, in the new contracts last two years.

We still need to work on our medical and for sure the scheduling problems that we have been facing but that will be going forward. We did gain one new #587 position and imagine that, one new job for somebody I thought that was cool in a time of very high unemployment. In this agreement the officers work on laid-off and recall language and that is so important in this economy, because in Detroit Michigan where the Black Caucus was held last year in May, hundreds of Transit and City workers were rallying for their jobs to be brought back when we got to town for the Caucus, or in Orlando Florida where the International Convention was held 900 Nasa Space Center employees were laid-off the day after we landed with 900 more scheduled to be laid-off in November. This is a very difficult time for so many and a time to hold on to what we have and work on making it better in the future. I was not chose to go into contract negotiations with the County but I was informed on what was going on like the rest of the Executive Board Officers and was able to give some input, it is not the best agreement but is one we can live with considering the times.

In Solidarity,  
Mike Moore

## Late Breaking News on the Wellness Assessment

# The Assessment Is Not Well!

Below is an excerpt from an email announcing the problem to members of the JLMIC: "...the deadline for completing the wellness assessment has been extended until Friday, March 4, 2011. At the last JLMIC meeting we shared our intent not to extended the deadline, but a problem between Comcast and WebMD has come to our attention and we feel it compromises enough people's ability to get the health and financial benefits of Healthy Incentives<sup>SM</sup> that an extension is fair.

Comcast has "blacklisted" WebMD, meaning its firewall will not allow delivery of WebMD e-mail to Comcast users. This problem is the result of industry-wide practice among Internet service providers (e.g., Comcast, Yahoo, MSN, etc.) to increasingly restrict the distribution of "form" emails from companies to large numbers of people using their service. This clearly affects more than King County and its employees, but for us, it means that employees and their spouses or domestic partners who registered for WebMD with Comcast e-mail addresses will not get any of the health education material or deadline reminders that are part of the program. More importantly, they will not be able to get an e-mail with the information to reset their password if they request this electronically instead of over the phone. While WebMD is working actively to address this problem, there is no guarantee that

there will be a solution in the future.

We felt the deadline extension was necessary to give us time to reach Comcast e-mail subscribers so we could alert them to the issue, offer a solution and still give them enough time to complete the wellness assessment. As you probably know, Comcast is the largest internet cable providers in the Northwest and we estimate this could impact as many as 20 percent of Healthy Incentives<sup>SM</sup> participants. We have asked WebMD to send a postcard to the homes of everyone who registered with a Comcast e-mail account last year to let them know about the issue and urge them to create an account with another free e-mail provider for their WebMD registration. We have also provided WebMD with text to put on their registration pages alerting users to the issue so anyone registering for the first time with a Comcast e-mail will be informed of the issue and given the option of creating an e-mail account with another free provider.

In making this decision we balanced the confusion it might cause against the potential benefits to participants and we felt the benefits outweighed the effort it would take to effectively communicate the deadline change. We are extending the deadline to everyone because the technology behind the WebMD program makes it very difficult to isolate the Comcast users and extend the deadline only for them."

Your Recording Secretary

# A Course in Self Care

Submitted by the ATU 587 CISM Team

Each one of us is responsible for taking care of ourselves, first. Only then, are we able to take care of others. That was the lesson taught in one of the classes at the Washington CISM Network's training conference in Yakima this past fall. People who help others, by listening to them describe their distress from a traumatic event, and can experience their own distress, just by listening to the details of that event. People want to help but do so at their own expense. It has been shown that stress can cause illness. It can literally make you sick. When the listeners become sick, they can no longer be helpful. If the listener has experienced a lot of their own stress recently, then the stress of listening

to the details of sometimes upsetting incidents is piled on top of their own. Layers upon layers of small stressors, become too much to bear. Unfortunately, it is not always easy for us to see our own burdens that each one of us carries.

This course showed us how to identify whether or not we are healthy enough in that moment, to safely participate in the helping of others. It was filled with the stories of the volunteers who have gone to major incidents, in the United States, in recent years. Many of the stories were about the people who went to New Orleans immediately after Hurricane Katrina. Some of those people went to help the people of New Orleans and others went to help the helpers. We learned that

it is important to identify our own stress levels, and it also taught us how to effectively evaluate those stress levels. We must manage stress in our own personal lives and not add to it if there is too much there already. We took a series of tests designed to assess our emotional health in that moment, and help determine our course of actions.

The Critical Incident Stress Management team strives to provide the best service possible. To succeed, we must take care of ourselves, just as it is important for everyone to take care of themselves. The team continuously seeks cost effective training for our members, and so appreciates the opportunity to attend these conferences. Many teachers from the International Critical Inci-

dent Stress Foundation (ICISF) come to teach and share their experiences. These teachers are some of the best in critical incident stress management (CISM).

The primary function of the Washington CISM Network (Washington Net) is to dispatch CISM services to emergency services agencies (like fire or police) that have experienced a traumatic event and to hold training conferences for people who are learning to help people who have had a traumatizing experience. We are grateful to the Washington Net, for providing access to this training and especially grateful to the ATU587 and King County Metro, without whose generous support, we would not be able to attend these conferences.

# Engine Block Cooking

By Chef John "Bill Gates" Ranlett, NO #2914

After 6-8 hours driving bus without a break a nice hot meal makes me feel like a new man. Alfred E. NewMan. But with the new Leaner Meaner schedules the King County Council (I've started referring to the Council as the "Leaner Meanies") has imposed on us the hapless bus driver often doesn't have enough time to run in for a hot meal to go, even calling in ahead, let alone have time to eat it. No Problem! Enjoy the convenience of Engine Block Cooking, and eat at the lights!

I'm a confirmed bachelor and

can't cook worth a darn but I love to grill and Engine Block Cooking is second only to grilling.

Recipe: So simple even I can do it. Heck, I bet Brian Sherlock could do it. Take a nice steak, wrap it in aluminum foil with some onions and some seasoning salt, and throw 'er on the ol' Engine Block of the bus. Wrap it up real good, 2 or 3 times, so it doesn't make a mess for vehicle maintenance to clean up. It should be good to go after a long trip. You'll have the perfect timing down after a while. Careful, it'll be hot!

The pilgrims won't mind waiting a couple minutes for you to stop to grab your meal. They know the new schedules are all shot anyway. Most of them will understand, even if the Leaner Meanies don't, that a person has to eat sometime.

Cutting up the steak at home ahead of time saves time. And where is there a good flat cutting surface on the bus to cut your delicious steak and onions? The floor? One can even cook a frozen steak. I'll cut up a frozen steak at home ahead of time on my band saw.

First only to grilling is actual grilling. I have brought my Weber propane grill on board a few times using the wheel chair lift and strapping it down in the wheelchair area. Works Great! One needs to open all the windows to vent any propane fumes. But who's

to say the driver is feeling light headed from carbon monoxide in the fumes or from not eating?

Remember to hit the "9" key on the farebox each time you use the lift or ramp to load your Weber.

You've cooked it, now how and when with the new tight schedules do you eat it? I like to put my hot meal in a small rectangular pan and bungie it to the top of the fare box. Pilgrims may have to ride free for a while. Oh, well. And pray no dogs come on board! Then I eat at the stoplights. No lights or hitting them all green (as if)? Use your 4-ways and simply block traffic for a while. Person's got to eat.

In the next Union rag I hope to have Mo' Better Engine Block (and in-coach Weber) recipes for your dining pleasure.

Bon Appetit!

## Are You a Sick Leave Abuser? continued

sweeps so broadly that it encompass good employees legitimately using sick leave.

King County needs to start with the facts, and use them to determine what actions to take. Realistically, employees get sick and that is merely cost of doing business. King County needs to foster healthy practices, as recommended by medical experts, not policies that cause harm and make the problem worse along with employee morale.

King County needs to have and enforce practices and policies, based on the facts, consistently, fairly, and most importantly with humanity. A loyal, happy, and dedicated workforce will go a long way to reducing real sick leave abuse. In order to achieve fair consistent treatment of employees' upper management has to stop promoting and supporting individual managers that are arbitrary, play favorites, and simply do not have the technical skills to

make good decisions. Most managers are fair and respected; the few who are not tarnish the rest. King County does itself a disservice by not giving managers the training to develop the skills and knowledge to do a good job; it seems that it would rather continue to have managers bumping and stumbling in the dark without the knowledge and skills to do the job that I know many of them want to do.

King County needs to actually work with the Union as a valued partner, to find solutions and solve problems in a way that can be accepted by all and actually solves problems.

At a minimum should King County fail to change the way it does business with its employees they will doom themselves to a continuous fight with our Union and their own employees (their most valuable resource).

## The Reduced Weekday Schedule, continued

Genesee Hill has only the 51 shuttle.)

Hitherto, when 30-minute headway was reduced to 20-minute headway for rush hour, an extra bus was inserted to avoid a 40-minute gap. Now, that extra trip has been deleted for "H" days, and everything else on the run, including the morning portion which has nothing to do with the afternoon. Were you planning to shop and catch the last 13-Seattle Pacific bus back before fares go up? You will have 20 extra minutes to wait for the following bus, which will be crowded, and charge peak hour fare. Somehow, I doubt that example is the only one.

Oh — and the decision to cut

14-Summit to 60 minute service at night? I blocked that twice, on the grounds that 14-Summit, with 4 "trips" per hour, has long been one of the highest per-hour rider routes — it's 15 minutes up and 15 minutes down. So now after 9pm, a bus is sitting at 14-Summit loop long enough to make an additional round trip. How impressive.

There are no doubt many additional examples among the many routes run by Metro.

Lynn Kohner

## Vice President Sepolen's Report

By Rick Sepolen



# A Rant and Rave A Few Members Make Me Crazy!

I have been procrastinating in deciding whether or not to write this article. It's not just because I have nothing to say, it's because I have way too much to say and I can't figure out how to put a positive spin on my thoughts. I really feel the need to get this off my back so that I can refocus on the job at hand.

It is hard to believe that some of our members are such mean spirited, evil to the core, lying black hearts that spend time and energy creating hate and discontent. Spreading lies, misinformation, deliberately misquoting people for the sport of it and then it's back to their favorite perch where they will wait until the next opportunity to swoop down and tear at your heart. Some are just not nice people who don't care what havoc they wreak, while others are working full-on to cover their behinds. Whew!! Now you see why I've hesitated.

Yeah, I know it should be no surprise that there are such people out there and it really isn't. But it sure as heck becomes overwhelming when they seemingly circle their wagons and come at you from all directions.

I look at our former vice presidents, both of whom managed to survive their term of office. I don't know how they did it without being brought up on murder charges. At least twice! It might be time I sat down with them and did a mid-term review and critique. You know, get some ideas on how to plan the perfect murder. Sigh.

Going into this job I promised all of you that I would do my best to represent you. No other promises were made. What I didn't realize was that in order to keep that promise night after night I would awaken in the middle of the night rethinking the strategy I was pursuing for a grievance. How can I do this better? What am I missing? Would this work rather than that? Will VP2 Mac Adam test fire his howitzer if I made another 1:00am telephone call with another crazy idea? While this leads to bags under your eyes it is just a part of the job. A part I accept.

As a shop steward I soon realized that you would have to come to terms with the member's anger when you were unable to change a

disciplinary action taken by Metro. Often as not they would walk away declaring the depth of your incompetence; lack of fashion sense; parental lineage as well your choice of jobs. It hurt, but you learned to do your best (back to that promise). What has put me over the edge is the member who confronts after they have failed to follow the terms of a Last Chance Agreement. They knew full well they had to turn in paperwork, yet they still they managed to blow it. Now I am supposed to do something. Or the member who was facing termination for violation of the Workplace Violence Policy and after much discussion with the powers to be he/she was handed a five day suspension. In a meeting I suggested a one day suspension and I rapidly in his/her mind became a lackey of the man and someone who from the beginning did not have his/her interest at heart. Oh, by the way, six months later they settled on the one day. Still I remain the son of a \*\*\*\*\* well, never mind!

I am a product of the fifties. I grew up in the Mayberry of the northwest. You know, mom, apple

pie, where righteous thinking and acting people were abundant (Right, Margo?). Sure a war, marriage, parenthood, working at Metro and life in general altered that view of the world. Still there are days when it's hard to maintain your composure when the same black hearts are once again waiting in ambush. Usually a deep breath and reason get you past them, but odds are they will come out on top sooner than later. They made it out on top just one time too many times this last week, thus this rant. At this writing I am bitter as all get out. A few minds wiser than mine have suggested I write about Bambi or my grandkids. All of whom, as you might guess, are perfect. For once I am bending to the need to give as good as I got.

The tone of this article is going to cause me no end of grief. It is my intention to go home early, lie down in a dark room, place a wet towel on my forehead and chill. I figure I will be back to full operating mode by tomorrow with visions of murder not so dominant.

Thanks for listening,  
Rick Sepolen

## A Note to Operators and Vehicle Maintenance People who Operate the 1900 Vans

By Brian Sherlock

We face three dangers when driving these atrocities:

You look incredibly silly being associated with them. Don't you hate it when people keep coming up and asking, "Where are the Dumbo ears?"

The real issues of drivability and incredible blind spots that will cause tragedy. It is only a matter of time - hopefully they will be gone before that time.

A serious health hazard from fumes being sucked into the interior by a bad seal. I believe that it is associated with the engine cover.

On the first issue: Wear sunglasses, pull your collars up and otherwise disguise yourself. Just pretend to be deaf when people mock you. Also, employ cognitive therapy: Try to convince yourself that the Dumbo movies were a great piece of Americana of which we should also be proud!

On the second issue: go extremely slowly, especially in turns. Please note that the blind spots can track moving pedestrians. I have ana-

lyzed a very large number of these kinds of accidents here and around the country. They have nearly all involved drivers who moved at or near walking speed and who moved at a fairly consistent speed. This would seem like ideal driving; slower than necessary for comfort of passengers, smooth and tracking a steady path. However, that is what tracks pedestrians. Slowing to a near stop mid-turn or otherwise varying speed significantly with regard to walking speed is one thing that you can reasonably do if you are not quite tall and able to effectively bob and weave far enough to see over and around the incredible blind spots. This tactic will confuse other drivers and lead to problems as they get impatient, take you for a stationary object and jackrabbit into danger for them, your passengers and your accident record. At least the greater hazard of a dead pedestrian is reduced.

These techniques will not guarantee that you see all the pedestrians. In a recent accident here, two

of three pedestrians were seen while the third was tracked and struck, despite squaring the turn and driving through the intersection at a steady walking pace. This Operator did the turn exactly as instructed yet, there is no way to guarantee safety with significant blind spots. Luckily, following that accident, our Safety Department Manager has responded and our Vehicle Maintenance Manager has agreed to replace the high-floor artic tall mirrors. Both deserve thanks for increasing safety in the fleet!

The bottom line on the 1900's is that they still need to be off the road. Thankfully, the embarrassment of having purchased these has been taken to heart by everyone from the General Manager down and they have taken positive steps to prevent this kind of gross error occurring again.

The third hazard is being dealt with as a warrantee issue, but in the mean time, aerodynamic forces cause a slight vacuum in the van that draws fumes in. There are

literally thousands of toxic and carcinogenic compounds in diesel exhaust and similar fumes. There was a huge and successful lawsuit over this exposure in school buses. Opening a window will worsen the problem. The only fix is to run the blowers and draw in outside air to pressurize the interior. This will force air *out* of the leaky gasket, not *in*. By the way, this same tactic works when dealing with unsanitary passengers. Opening your window will simply draw the fumes past you. Instead, shut your window, open forward vents and run blowers in front, set to bring in outside air. A note to Procurement: This is why we should never accept a coach which does not provide for fresh air for at least the driver compartment. It is common for A/C to be designed without this provision, as it saves a couple of bucks. Paltry savings are not worth the significant cost to the Operators' and passengers' health.

# Vice President MacAdam's Report

By Don MacAdam



## Feb. 2011 V.P.2 art. #8

**C**rossing job trade lines: We were very concerned in our last negotiations because Metro wanted to cross or mingle the trade lines to the extent that I proposed the following worst case scenario...The power is out in the wash rack; the Chief sends an E.S.W over to replace a bad circuit breaker. The E.S.W. is electrocuted making the change. Who is responsible? Metro's response was it was the E.S.W.'s fault!???

I explained that there is a reason why we have the trade lines...it protects Metro, our workers and the public. So where is all this leading??? In the past, we have found it necessary to go to arbitration to stop Metro and overzealous Service Supervisors from becoming mechanics. Metro is O.K. when they destroy equipment or hurt themselves circumventing the contract. I, as well as other mechanics, have shown up at road calls and asked, "What the heck are you doing?! Are you trying to kill yourself?!" Or the supervisor burns rubber leaving the scene, and the mechanic is trying to find out how he was able to get the chair lift deployed under the bus. Years ago, Metro started the Fast Action Response Team (also known as F.A.R.T.). Whenever a coach broke down, they would drive up and replace all the "relays" (and they were not aware that some relays were different) which made for a lot of wasted time trouble shooting weird problems later. Once, a supervisor pulled up behind a trolley with the service truck and started removing relays. When the rear door interlock relay was removed, the coach rolled back pinning the Supervisor between the coach and van breaking both legs. Mechanics have saved the lives of some supervisors by warning them on the scene in dangerous situations.

Mechanics have also been crossing trade lines...sometimes unaware. They may be assigned a job by the lead to do body shop, upholstery work, and in some cases electronic propulsion work. Since we have not been trained in those areas, it may take two or more pieces of glass instead of one, and the work will be done more than once instead of one time as the repair may not last or be improper.

With the possibility of lay-offs looming next year, we need to stop and think about the type and work we are asked to do. We need to ask ourselves, "Am I taking someone's job away? Will they be laid off because I am doing their work? Or will I be laid off because someone is doing mine?" If you are asked to do questionable work, please contact

me or a board officer for clarification. During negotiations, Metro asked for some severe changes to our work, and I do not believe they were aware of the consequences that would follow. We currently have grievances in the system addressing these issues. I am asking that Members uphold their oath of obligation and not work outside their classification. V.M. will be actively addressing all violations and may address severe violations through the Union bylaws.

I will be starting work site visits in February. If your base is not listed or you need me to drop by sooner, give me a call and we will set something up.

### What's Going On!

Worst base award of the month goes to CSC for having Employees deliver Metro parts in their personal vehicles. I was going to award worst base status to E.M. but the problems were corrected. Thank you, Mr. Lillquist. Then, I was going to award it to S.M. and then Mr. Pigeon corrected those problems. Thank you, again.

\*\*\*Correction—It has been brought to my attention that I erred in my article last month about bus wraps. The sign shop is desirous and eager and has received training to install bus wraps (advertising) on Metro coaches. I have notified Metro of my error and they are in discussions with the sign shop. What the sign shop overlooked is that Metro is required to see if they can hire Union Members, either internally or externally, to do this work before it is sent out to non-union workers.

R.M. in Facilities was struck by a car while assisting a woman who had driven off the road. He will be gone awhile. It has been my personal experience in these situations that Metro does not ask if you're bleeding or injured, they just want to know if you were wearing your safety vest!

**Rumors**—What would Maintenance be without some good rumors...I am always glad when someone calls me to ask me if a rumor is true. And, it is very easy to do by e mail or phone I will always return your call and truthfully tell you "what's going on." You are blessed with a Union that is easily accessible!

One of our big problems is communicating with all of you in a timely fashion. Our Union boards are not always up-to-date. I have begun trying to correct those problems. I will be looking into our own web page as well as weekly online surveys to help us all stay in contact more efficiently.

Jones vacation arbitration settle-

*If you should now use the phrase I am being "harassed" or "discriminated against" when talking to Metro managers, you will trigger an investigation whether you like it or not!*

ment is being signed. Please check Union boards for details.

Rich Graf has chosen to retire after his successful arbitration. We wish him the best and in 6 months after retirement, he will look 10 years younger!

No word on the Rigtrup arbitration award yet.

The Contract: Our new contract has positive changes, but there are still problems we need to address. So, what do we need to think about for 2013? I still have my list, but what do you want to add next time? Send me an e mail! I have a special computer file to save all your suggestions.

**Retirements**—Chu Nornang, Supervisor at N.M.; also Mechanics J. Culler & S. Anderson, and P. Prince TPSIII at N.M.

**Grievances**—13 active

**Grievances withdrawn**—3, after speaking with the grievant

**Arbitrations**—arbitration request next month by J. Nesbitt.

The arbitration request by J. Smith failed last month.

Musni & Dean have not been scheduled yet.

Salkeld is being held in abeyance pending another case.

**Anti-harassment training**—I just came from a special class for all Supervisors & Chiefs. Metro is trying to get them all on the same page, so to speak. If you should now use the phrase I am being "harassed" or "discriminated against" when talking to Metro managers, you will trigger an investigation whether you

like it or not! And, they must give an official response after the investigation. Evidently, in Maintenance, Metro finds these frequently used words annoying, so we will have to choose our words more wisely.

**Contract**—There are a lot of contract changes; you can read them on line now at the 587 web site. It will be a bit until the printed copies come out.

We are gearing up for 4/10s and the bus wrap process. Try to stay informed and remember that not all the managers (like some of you) like the changes to the contract.

We worked hard to address corrections to the problems you brought up through the grievance and normal work process. So, check with your Union when in doubt.

**\*Chief story\*** The chief was furious that the mechanic threatened to go over his head with his complaint. This Chief entered into a conspiracy with another Chief who agreed to be the axe man. Metro managers also supported the conspiracy. The mechanic was fired and gone for over a year. In arbitration the arrogant Chief realizing the arbitration was not going well for Metro, started to change his story and was caught lying by the arbitrator and our attorney. The mechanic was reinstated with back pay, and then retired. As of this date, I have not heard any complaint from Metro if they were concerned about lying.

V.P.#2 Don Mac Adam

**PUT C.O.P.E.  
DONATIONS TO WORK  
VOTE PRO TRANSIT**

# The Financial Secretary's Report

By Paul Neil



## February 2011

Since at least 1984 (when I became a member), ATU 587 has given members pocket calendars to assist them in keeping track of their hours, when they called in sick, etc. For instance, all operators are advised to write down their coach numbers in case they get called in by their chief for a complaint. Many a meeting with a chief has been cut short by members referring to their calendars and being able to tell the chief I did not drive the coach in question on that day. The point is that the pocket calendars are given out to be used as a work tool. As a courtesy, also included in those calendars is a list of holidays including the major legal holidays such as Thanksgiving and Veterans' day as well as the major Christian and Jewish holidays such as Easter and Passover. I appreciate knowing when those of other religions holidays are occurring so I could for instance wish my Jewish

friends a "Happy Hanukkah". A little understanding of others religion has always seemed to me to be a generally positive thing.

I was amazed that no one had complain about the inclusion of only Christian and Jewish religious holidays since we have members of all religious persuasions including Druids, Atheist, Buddhist, Hindu, Muslim, Wiccan and "my religion is none of your ---business". Last year about this time I received several calls from Union members asking that Muslim holidays be included in future calendars. I considered this a reasonable request since Christian and Jewish holidays had been included for many years. I asked our vendor to find a calendar that included Muslim holidays.

Unfortunately she was not able to find one that had the holidays marked within the calendars itself but that we could include a separate listing so that is what was done.

Unfortunately the Muslim holidays were listed in bold type on the 2<sup>nd</sup> page which some members have objected too since they believe this elevates one religions holidays above another which was certainly not the objective. The objective was to recognize and included those Union members who are Muslim. I will be discussing this issue with the Executive Board

Below is the report I read at the January cycle of Union meeting:

### Financial Secretary's January 2011 Membership Meeting Report

In the month of December 2010, we reported 22 new members to the ATU International. 20 are employed at METRO, 1 at Seattle Personal Transit (SPT) and 1 at Clallam Transit. This brings are total active membership to 4198. This is an increase of 80 members compared this time last year when we had 4118 active members.

#### Bills:

All financial figures are subject to the review of the Executive Board. In December total income was \$254,376.61 which is an increase of \$9,435.39 or 3.9% compared to last December.

Per Capita payments totaled \$58,209.00 for the month which is an increase of \$2,599.10 or 4.7% over

the same period last year.

Other bills for payroll, rent, legal, etc totaled \$191,367.62 which is a decrease of \$45,120.89 or 19.1% over the previous December. This amounts to a surplus of \$4,799.99 for the month compared to a deficit of \$47,157.19 for December 2009. These figures do not include our investment income for the 2<sup>nd</sup> half of 2010 which we book in December, nor does it include our annual depreciation charges.

#### My activities for the month:

- December 9th served food at the annual ATU 587 Retirees Holiday Luncheon. Great to see some of our many retirees including one of the newest retirees Junior Inspector Roland McVay.
- December 12th went to Port Townsend for the ratification vote on the Jefferson Transit contract.
- Calculated the annual dues increase.
- Calculated the annual grievance-arbitration assessment.
- Attended the Annual Operator of the year banquet. Many important individuals attended such as the County Executive. Kevin Desmond was effusive in his praise of the performance of ATU members during the last snow storm.
- Dues for those members employed by public agencies are going up \$0.44 a month.

### Attention ATU 587 Members

## COME TO THE RTC MEETING

ATU Local 587 and your Public Relations Committee would like as many interested members as possible to attend the upcoming Regional Transit Committee meeting tentatively scheduled for Wednesday, February 16, at 3:00PM at the Council Chambers on the 10th floor of the King County Courthouse at 3rd and James. We will be posting a bulletin with up to date information as soon as we receive it from the RTC.

The Regional Transit Committee reviews and makes recommendations to the Metropolitan King County Council on policies and plans for Metro. *This is the Committee that advises the Council about what it should do about our scheduling problems.* Come and help support your union as it lobbies for *more recovery time* and better working conditions for all.

We need to show the RTC our collective strength by coming out in numbers. Show your colors by coming to the meeting in uniform. The bigger the presence we have at the meeting, the more impact we will have on the Council's decision-making process. Help support all of our futures. For more details contact your PR Committee members Neal Safrin (206) 604-7059, nsafrin@comcast.net or Andrew Jeromsky (206) 295-3561, jeromskyatu587@gmail.com.

A limited number of courtesy details are available for each base so put your name in the layoff book now. Otherwise call Andrew Jeromsky (206) 295-3561 to request your courtesy detail. Stay involved in the political process! Come and join the fight for better schedules!

### President's Report, continued

include financial figures from 2010 in preparation for the next round of negotiations scheduled to begin in November, 2012.

On behalf of the Officers of Local 587, I want to express my appreciation to everyone on both sides of the

bargaining table for the professional manner in which the King County Metro negotiations were conducted.

In solidarity,  
Paul J. Bachtel  
President / Business Representative

### WORK SITE VISITS

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

February 10th Thursday	Bellevue Vehicle Maintenance Bellevue Operations	2:00 pm – 2:15 pm 2:15 pm – 4:00 pm
February 11th Friday	East Vehicle Maintenance East Operations	2:00 pm – 2:15 pm 2:15 pm – 4:00 pm
February 18th Friday	North Facilities	5:30 am – 6:30 am

## The Recording Secretary's Report

By Brian Sherlock



# Funding, Honesty and a Personal Note

### Funding

Few things get a Mayor or other elected officials voted out of office quicker than screwing up transportation. For example, snowstorms with uncleared streets are notorious as short-lived aggravations that end local politician's careers. No amount of explaining unpopular taxes required for snow plows ever saves their hides. The 2012-13 transit budget offers this kind of risk to County officials if they fail to keep our system working. Lacking additional funding, we will see a gutting of transit. This is very likely to be followed by significant growth in economic activity in our region. However, once torn down, Transit capacity is extremely difficult to rebuild. In what may well be a perfect (snow) storm, we are likely to see our system hobbled with capacity going down just as demand for services quickly builds from increased employment and looming \$4.00 gas. Guess who will be blamed.

What will be most interesting is the reaction of the business community. Both their employees and customers will be squeezed. High quality public transportation would allow consumers to spend less on foreign oil and more on local goods and services. Business interests will understand these costs and punish politicians who failed to grease the wheels of commerce. Even those who shun transit will be angered. Look at downtown Seattle for example: we supply roughly half of

all the transportation in and out of town. Imagine what a 20% cut would mean; where do you put all those cars? Worse still, how do you jam them onto our already overwhelmed freeways? As many a Mayor has found, there may be no place to hide when the fundamental transportation system is allowed to fail.

While no tax is welcome, increased funding is necessary. The easiest taxes to adopt are those which will begin a year away. Small increases in tab taxes and gas are needed for both road maintenance and transit. Bills funding both would be most likely to be adopted. These could be brought forward in the 2012 legislative session for 2013 implementation. If passed, they would allow front loading spending in the 2012-13 biennium with the taxes balancing that in the second year. It is not a good solution, but the other options look even bleaker.

### Honesty

Several recent cases have brought the issue of honesty to the forefront. It has been extremely frustrating to see members faced with discipline that would not otherwise be job ending, lie persistently and end their careers. Seldom is it worth the risk, or more importantly, the harm to our self-image.

In our Union, we face two kinds of dishonesty. One is the simple lie, the kind of fabrication that cost the jobs I mentioned. The other is a steady drum beat of misrepresentation. It seems to be driven by self-doubt

*I want to reemphasize how much I have felt truly honored to serve you. Thank you for that privilege.*

and leads some to demean those around them to compensate. They add up the world as a sum of those who support them and those who are enemies and need to be attacked. When choosing that battle, deceit is weighed against fear rather than right against wrong. The internal cost is that anything won is a hollow victory and the price is paid by the soul. There may be "points scored" in the short term, but over the long run, reality remains. I hope that we can collectively take note of those few who compete in this fashion and remind them that it is honesty, cooperation and shared strengths that move both them and us forward.

### Thanks

For over two decades, I have found great pleasure in tackling

a wide range of puzzles facing our members and helping resolve them. It has never been a burden or work, but rather a source of great joy to overcome problems and bring people together. A large part of that enjoyment has stemmed from the fact that ours is a remarkable group of brothers and sisters who never cease to put a giant grin on my face whenever we meet. I want you to know that my resignation was not tendered lightly, but I believe it is in the greater interest of our membership. Woven into my genes is a drive to assist and I will continue to be available to do what I can for my sisters and brothers. Most importantly, I want to reemphasize how much I have felt truly honored to serve you. Thank you for that privilege.

Brian



# Let's Talk Transit

*You are invited to join your Union Brothers and Sisters for  
ATU COPE Lobby Day, February 9, 2011*

We're going to have a great time, as well as lobby about important transit union issues. Box lunches, games and prizes, and orientation are included.

Leaving Central Base at 8:30am, transportation will be provided to Olympia to meet with our Washington State Legislators, and be back to the base at about 4:30pm.

Please register via US Mail or Metro in house mail using the form on page 12.

If you need to take time off to attend, put your name in the Lay Off Book at your work site. Unpaid courtesy detail can be arranged for a limited number of participants who are not guaranteed to get the day off. See you at Lobby Day!

Any questions please contact the COPE Committee at 206-448-8588 or email at [jjeanyoung@hotmail.com](mailto:jjeanyoung@hotmail.com). Please submit your form no later than **February 4th**.

Retirees' Corner

# The View from the Buses

By Bob Morgan, Retired First-Line Supervisor

Today as I was heading to the northend lunch for the first time, I started to reflect on some of the routes I drove some 30 plus years ago and the changes in the area. It also made me think of a route that could be described as the thorn in the side of a particular coordinator. The coordinator was the late Bill Hewitt, the route, the 340. Bill said the route was the product of political wrangling in the late 1970's. In so many words he hated the route and anything to do with it, period. He was always complaining about the route. When a driver would call in a problem and they were operating on the route 340 Bill would get real edgy and say something slightly off-color ( off the air of course ). Most of us working with him just shrugged and let him rant, well it would do no good trying to get him to calm down anyway.

One morning around 1985 I came into the control center on the 2nd floor of the Exchange Building around 4:50 or so for my 5:00 AM start on Ch 1.

I got my cup of coffee and lit a smoke ( before the smoking ban ) and sat at my console to prepare for the day ahead. Bill says « Morgan! two 340's have already called in and it's only 4:55, and if another one calls in I'm out of here and you'll have to do both channels». Sure you will I thought.

Well at 7:25 AM a 340 calls in. Bill yells out that it is another 340 calling! I cringed and waited. He took the call and handled the problem. Then he calmly walked over and placed his CSR ( paper log ) in front of me and said « D#! it I'm out of hear!» Well some 45 minutes or so later one of the chiefs walked over to my console and asked where the channel 3 cat was ( Bill's channel then ). I told him of Bill's problem with the route 340 that morning and one more call in and so on story. The chief asked when did Bill

leave? I told him and he stuck his index finger in the air as if he had a thought grabbed his jacket and walked out of the control center.

Lucky for me that both channels remained extremely quieter than normal that morning and the fact that traffic was lighter than normal also.

Around 10:30 or so in walks Bill. I asked Bill if the chief had found him. Bill said « I went to 7-1-3 ( Bar @ 2nd and Columbia ) and was having a few drinks when in walks the chief. He had a few drinks with me, and well, he is on a bus heading home; oh by the way give me your work and shut down you can go home now». So what happened I asked. «Nothing really, we just talked and he had to much to drink and headed home»!

So do you think things were just a little different back then!

Just a note on the recent SNOW events in the area. It was again sad to see the negative press against transit.

Some of you may remember another November storm in 1985. Most areas got 12 plus inches of snow . My house on the east hill of Auburn had 17 inches. It was a Wednesday and the snow started early in the morning. Yes some coaches got stuck, some abandoned, but we kept service running because back then it would take an act of congress to cancel any work,period.We in supervision, in District Cars and in the Control Center knew how important it was to keep service running in those days.But how did this happen?

Maintenance worked with us to make sure the fleet was moving. We had 4 wreckers out on the road 20 to 22 hours a day. We had chain trucks in the CBD at 3/Pike,4/Pike,1/Union. Also at Southcenter, the BTC, Burien, Aurora Village, and Northgate along with another at NE 45/University.Oh and don't forget 24 NW on Magnolia and West

Seattle with two more trucks. After 3 days the shops needed to pull in some crews so as to fix chains, but they asked us in the Control Center if it was okay since there was better operating conditions on the streets and we said okay. I saw in my later years how the shops, due to cutbacks or whatever excuse they were using, couldn't provide the coverage we had back then.

Something else also started happening. Until around the mid 80's, Seattle DOT would make a priority of bus routes on major arterials. They would even change controlled intersections to blinking red/yellow lights!This doesn't seem to be the case anymore. In reflection this started due to the fact that Metro had some trucks that had sand hoppers in the back, but we used these for specific areas and the P/R's throughout the operating area. Seems that the city of Seattle and King County ( before the merge ) saw this as they didn't have to do their work as much since Metro had their own equipment. No, I'm not being critical of the current management, that would be real stupid on my part since I'm retired over 4 years now. This is just the way we did business then and it worked real well for all of us.

Oh by the way, we did have Artic's back then also.

Here is another of those « You did what!» stories. January 1980 prior to my becoming an intermittent supervisor we had a big snow storm. It started on Monday afternoon January 7th around 1:30 or so. I got releaved at Aurora Village off the old 308 at 5:00 PM and took the car back to East Base. Most were planning to stay the night, but I said «I'm going home to Auburn». Made it to work in plenty of time the next morning for my 275 trip. I had an Artic and left the base on time. To Kingsgate P&R through Kirkland to the S Kirkland P&R. Somewhere along

the way they had closed 108 Av NE going to the S Kirkland P&R,I never heard or saw anything. So here comes Bob, in an Artic, down the hill with NO CHAINS. All I did was stop prior to going down the hill and put the transmission in low gear. Made the turn into the Park & Ride and picked my load plus around 45 others. It was then that Fritz Wiedenberg, District Supervisor, came to my coach and said « Didn't you know that hill is closed, and where in the heck are your chains»? «Never had any»,I said. Then shut the door and proceeded down the next hill to Northrop Way to SR 520. Funny the things you do for your regular customers!

Well as I mentioned went to the first northend lunch at Barlee's on January 11th. Three of us showed up, and we were all from the deep southend to boot! After all of the complaining about no Northend meeting for lunch no one showed. This was highly embarrassing as we had displaced another group from the back area because we were assured more would be in attendance.Well folks, we get maybe one more chance, March 8th at 11:00 AM. Myself I'll be in Arizona at that time, but please try to attend. This is an every other month function and if the numbers don't get much better, we will probably cancel this get together and just stay with the Southend meeting, the 2nd Wednesday of the month at Billie Baroo's at the Foster Golf Course in Tukwila ( starting on February 9th ).

Pete Cameron had more hip replacement surgery on January the 4th and is recovering nicely. Ken Haven had his heart surgery in early December and is doing well in the Phoenix area. Not much else to report...sooo see you later from the buses!

Bob Morgan



## Let's Talk Transit

You are invited to join your Union Brothers and Sisters for ATU COPE Lobby Day, February 9, 2011

Please fill out completely—we need your home address and contact information!!

NAME \_\_\_\_\_

E-MAIL \_\_\_\_\_

HOME ADDRESS (WHERE YOU'RE REGISTERED TO VOTE--NO P.O. BOXES)

STREET \_\_\_\_\_

CITY \_\_\_\_\_ ZIP \_\_\_\_\_ LEG. DIST. (if you know it) \_\_\_\_\_

METRO ID# \_\_\_\_\_ WORKSITE \_\_\_\_\_

PHONE \_\_\_\_\_ CELL PHONE \_\_\_\_\_

Any questions please contact the COPE Committee at 206-448-8588 or email at [jjeanyoung@hotmail.com](mailto:jjeanyoung@hotmail.com). Please submit your form no later than **February 4th**.

Send this Form To:

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