

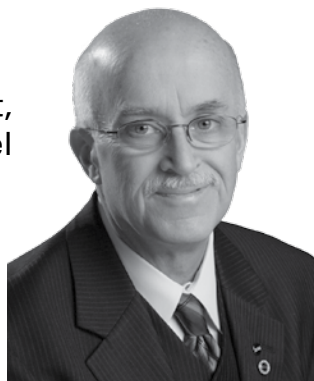
ATU Local 587 News Review

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VOL. XXXIII, NO. 11

The President's Report

by President,
Paul J. Bachtel



Overpaid? Really?

The following article was recently published on the website Crosscut and is in response to an article by Michael Ennis of the Washington Policy Center. In recent weeks Michael Ennis, representing the Washington Policy Center; Mike Lindblom, writing for the Seattle Times; and King 5 Television have all contributed to what appears to be an intentional act by King County Metro to mislead the press by providing false information regarding Transit Operator wages.

Metro drivers' wages have barely kept up with inflation

A union president rebuts salary figures from an earlier Crosscut article, and says the union is working hard with management to find efficiencies.

By Paul J. Bachtel

Our union, the Amalgamated Transit Union, shares Michael Ennis's desire to provide the public with the greatest level of service at the lowest cost while providing public employees with fair wages, benefits, and working conditions. But the arguments Mr. Ennis puts forth in a recent Crosscut article are based on erroneous salary figures.

An honest evaluation of driver wages paid since Metro was formed in 1974 reveals that wages just barely kept pace with inflation. The Cost of Living Allowance (COLA) floors

and ceilings Ennis complains about are, in actuality, budgeting tools to help management to predict future expenses. The Consumer Price Index, published monthly by the Federal Bureau of Labor Statistics, is a common way for employers to determine the actual increase in cost of living. Historically, our COLA is paid at 90 percent of the actual cost of living increase, causing our Transit Operators and employees in the 114 other classifications covered in our KC/Metro contract, to slowly fall behind in wages. Over the years, the union has negotiated

small wage increases at the start of a new contract to keep our represented workers' wages reflective of actual cost of living increases.

Mr. Ennis suggests Transit Operators are making too much money per year, yet the transit audit argues that increasing work hours for part-time Transit Operators and increasing overtime opportunities for full-time Transit Operators will save the county money by utilizing each employee to a greater extent, as opposed to employing more people at the cost of providing additional

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The Month at a Glance

Executive Board Report

October 26, 2010

At the October 26th Executive Board Meeting, the following business was conducted:

Motion by Paul Neil
To authorize the expenditure of \$1,000 for officer and staff training by Ramco.

Motion by Linda Anderson
That ATU Local 587 sponsor a table for 8 at the SAGE dinner on November 10th, at a cost of \$550.

Motion by Paul Neil
To purchase 33 \$25 gift certificates to be distributed by draw at the December cycle of meetings as follows: 10 at the Charter Meeting, 5 at the Morning Meeting, 3 at the Jefferson Meeting, 7 at the Clallam Meeting, 3 at the Afternoon Meeting and 10 at the Retiree Holiday Luncheon.

Motion by Brian Sherlock
To schedule the Charter Meetings on the first Thursday of each month of 2011 and the Executive Board meeting on the Tuesday a minimum of one week prior.

Motion by Patrick Stevens
To continue the Wednesday Afternoon Meetings for six months.

Motion by Paul Neil
To send up to 5 members to the NW Conference on January 13 to 16, paying travel, hotel, registration, per diem and contributing \$1,500 toward meals at the conference.

Motion by Ludwig Becker
To donate \$500 to each of the following food banks: Port Townsend, Sequim and Port Angeles.

Business of the Membership

At the October cycle of membership meetings the following business was conducted:

The membership voted to pursue the grievance of Jerry Rankin to arbitration or court.

The following members were October pot draw winners:

Verita Alexander charter meeting, Nathaniel Chappelle morning meeting, Pamela Thompson JTA meeting, Peter! Parrish Clallam meeting and John Koschnick lost the \$525 rolling pot at Clallam. Next month's rolling pot will be \$550

Arbitration Update

- 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.
- Mario Musni:** (Pigeongate) Grieved suspension for alleged violation of King County policy banning weapons (slingshot) in the workplace; schedule pending.
- 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. ULP hearing held July 07, 2010; decision on ULP complaint pending.
- Jamie Bonnar:** Grieved the lack of a clerk overtime assignment process; schedule pending.
- Jon Salkeld:** Grieved issuance of a letter of expectation in violation of the discipline section of the collective bargaining agreement; schedule pending.
- Richard Graf:** Grieved termination for alleged gross misconduct. Arbitration hearings held August 9-10; decision pending.
- Cory Rigtrup:** Grieved suspension for alleged falsification of a Metro document and violation of the King County policy on nondiscrimination and antiharassment; scheduled December 17, 2010.
- Jimmie Dean:** Grieved suspension for alleged Gross Negligence in the performance of his job duties; schedule pending.
- Jerry Rankin:** Grieved failure of Paratransit Services to provide contractually agreed upon benefits; schedule pending.

**Membership Meetings:
Tentative Agenda**

CHARTER MEETING
Thursday, November 4, 2010
8:00 p.m.
The Labor Temple, Hall #8
2800 1st Ave., Seattle, WA

MORNING MEETING
Friday, November 5, 2010
10:30 a.m.
The Labor Temple, Hall #6
2800 1st Ave., Seattle, WA

WEDNESDAY MEETING
Wednesday, November 10, 2010
3:30 p.m.
The Labor Temple, Hall #6
2800 1st Ave., Seattle, WA

JEFFERSON TRANSIT
Monday, November 8, 2010
7:00 p.m.
Port Townsend Rec Center
Port Townsend, WA

CLALLAM TRANSIT & PARATRANSIT
Tuesday, November 9, 2010
7:00 p.m.
Vern Burton Memorial Building
Port Angeles, WA

Among Topics to be Discussed:

- Grievance and Arbitration Update
- King County Metro Negotiations
- Jefferson County Negotiations

Unfinished Business:

None

In Loving Memory...

*Death is not the greatest loss in life.
The greatest loss is what dies inside us while we live.*

— Norman Cousins

In the month of October, we lost three members:

Ross Johnson, a mechanic who joined us in 1979 was involved in a traffic accident.

Anthony Lee was a mechanic, born early in 1934 who retired at age 75.

Randy Stevenson was an Executive Board Officer whose thoughts were dedicated not to himself, but to his two families; one related by birth and marriage, the other by membership in our union.

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

RAY CAMPBELL
KERMIT C. GIPSON JR.
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CLINT DE VOSS
DAN THORNE
MICHAEL SHEA
ERIC BUTLER
NINUS HOPKINS
NEAL SAFRIN
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RANDY STEVENSON
LINDA ANDERSON
RAY MASON
LUDWIG BECKER

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WEINGARTEN RIGHTS STATEMENT

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

Letters to the editor

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

Send letters to:

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

November Labor History Calendar

Submitted by Bill Clifford

All This Month — “The Men Along the Shore and the Legacy of 1934.” Allen Library, UW, Seattle. Produced by the International Longshore and Warehouse Union for the 75th anniversary of the 1934 West Coast Maritime Strike and the San Francisco General Strike, this exhibit tells the story of one of labor history’s most dramatic events through historic photographs, posters, murals, cartoons, paintings, newspapers and more.

1 November

1835 — First general strike for 10-hour working day, Philadelphia, Pennsylvania.

1897 — Brotherhood of the Cooperative Commonwealth founded By 1900, 500 people had planted crops & built cabins, apartment houses, barns, & a sawmill at their new colony of Equality (now Blanchard) Washington, near the Skagit River.

2 November

1909 — IWW (Industrial Workers of the World) free-speech fight in Spokane.

2010 — Election Day. Short of a miracle, these elections will not produce enough labor-friendly representatives to pass the Employee Free Choice Act, organized labor’s best hope for a positive change in labor law in the last forty years. Currently, newly organized workers have less than a 20% chance of achieving a contract due to delaying tactics and intimidation by management and their hired union-busting specialists. Labor’s success rate falls below 10% if management employs unfair labor practices (such as firing organizers). With the proportion of workers in unions now at it’s lowest since the 1920s (and falling), the AFL and Change to Win had hoped the EFCA’s tweak of the National Labor Relations Act would help level the playing field. The authors of the NLRA were opposed to management interference in representation elections but a Supreme Court ruling in 1941 (Virginia Electric & Power) gave managers the right to intimidate workers during representation campaigns. Reasons for the failure of the EFCA include its technocratic and unambitious goals, Senator Ted Kennedy’s death (which resulted in his seat becoming Republican) and the anti-union climate of the last 30 years.

As private-sector unionism declines, relatively secure public sector unions such as police and transit should not be surprised to find their working conditions come under increasing attacks.

4 November

2010 — Jennifer Chun, “Organizing at the Margins: The Symbolic Politics of Labor in South Korea and the United States”

Location: Room 260, Savery Hall, UW Seattle

Time: 10:30am-11:20am

Jennifer Chun, Assistant Professor of Sociology at University of Brit-

ish Columbia, will discuss her book, *Organizing at the Margins* (Cornell University Press, 2009). Through historical analysis and case studies, the book compares how workers and labor unions in South Korea and the United States have responded to globalization, and shows the importance of immigrants, women, and the service industry to today’s labor movements.

5 November

1902 — Everett Central Labor Council formed

1916 — Everett Massacre: Industrial Workers of the World (IWW). Some 250 IWW supporters hired two boats to take them to Everett to support shingle weavers strike. Vigilantes ambushed them at the dock, leaving seven dead & 31 Wobblies injured plus two Everett vigilantes killed by their own crossfire. The IWW victims are buried in Mt Pleasant Cemetery at the end of Metro’s Route 2 on North Queen Anne.

1928 — Columbia: 5,000 banana workers strike against United Fruit Company. 1,000 killed.

Taft-Hartley Act is invoked by the Supreme Court to break a steel strike.

9 November

1935 — The Committee for Industrial Organization (CIO) was formed to expand industrial unionism.

11 November

1919 — The Centralia Massacre. Violence erupted when members of the American Legion attempted to force their way into an IWW hall. Four Legionnaires were shot dead by members of the IWW, after which IWW organizer Wesley Everest—a WWI veteran himself—was kidnapped from jail, tortured, castrated & lynched.

13 November

1909 — US: Cherry Coal Mine Disaster in Illinois. 259 men & boys working in the mine die.

1933 — In Austin, Minnesota, striking workers at the packing plant of George A. Hormel & Co. hold the first recorded sit-down strike in American labor history. The technique is a variation on earlier methods of striking such as refusal-to-work strikes & stay-in strikes, & proves the most effective of the three in discouraging violence.

1956 — US: Supreme Court upholds a lower court decision banning segregation on city buses in Montgomery, Alabama. Establishes grounds for challenging bus segregation in nine states that have violated the 15th Amendment.

1974 — US: Karen Silkwood killed in mysterious car crash during her investigation of Kerr-McGee Nuclear Power Plant in Oklahoma. All her documentation of safety violations disappeared.

14 November

1944 — South Africa: Bus strike

in Alexandria, lasting seven weeks, forces roll back of bus fares.

2010 — Annual Awards Banquet - Grand Opening of the Labor Archives of Washington State, Walker-Ames Room, Kane Hall, UW Seattle, 5:00PM – 8:00PM. Join with the Bridges Center faculty, staff, students and community members in celebrating the accomplishments of the last year. Reserve tickets in advance, free of charge by contacting the Bridges Center at (206) 543-7946 or pcls@u.washington.edu. A small number of tickets will also be available at the door.

15 November

1881 — Federation of Organized Trades & Labor Unions, forerunner of AFL, organized.

1915 — Ravensdale, WA. coal mine explosion kills 31 workers.

1915 — IWW labor organizer, folk-poet Joe Hill executed by firing squad in Utah. His life is the subject of numerous songs, plays, & books.

16 November

1747 — Knowles Riot in Boston; hundreds of sailors, laborers & free blacks rise up against British Navy Press Gangs, temporarily forcing an end to impressments—the practice of kidnapping civilians on shore to force them into the British navy.

18 November

1936 — CIO Organization of General Motors workers begins with Atlanta sit-down strike.

19 November

1904 — 6,000 workers in Chicago, members of the United Garment Workers of America, strike the 27 wholesale houses which were then members of the National Wholesale Tailors’ Association.

1915 — IWW labor organizer, folk-poet Joe Hill murdered by firing squad in Utah. His life is the subject of numerous songs, plays, & books.

20 November

1816 — Albany NY Typographical Society first uses the term “scab” for a strikebreaker.

21 November

2000 — 1,000 workers at The Seattle Times & the Seattle Post-Intelligencer strike over wages & other issues. The strike against The Times lasted 49 days; the Post-Intelligencer strike was shorter, lasting 38 days. Strikers produced their own newspaper and website—named the Union Record after the King County Labor Council’s daily paper of the early 20th Century until early January, 2001.

2010 — Full Moon. Be careful out there.

22 November

1909 — Organized by the ILGWU, 20,000 shirtwaist makers, mostly women & children, stage the first garment workers strike. Many picketers are beaten or fired. A judge tells arrested pickets, “You are on

strike against God.” In the end, the garment workers win a pay raise & a work reduction to 52 hours of work per week.

23 November

1170 [BC] — Egypt: First recorded strike-by laborers working on a pyramid—for better working conditions & pay. As Anna Louise Strong (see Nov 24) wrote: “They say the Pharaohs built the pyramids. Do you think one Pharaoh dropped one bead of sweat? We built the pyramids for the Pharaohs & we’re building for them yet.”

24 November

1885 — Anna Louise Strong born in Seattle, Washington. Strong became editor of the Seattle Union Record when Harry Ault was arrested during the Seattle General Strike in February, 1919. She was elected to the Seattle School Board and joined the Chinese Communists during their long fight against the Japanese and Chinese warlords prior to World War Two

25 November

1946 — St. Paul teachers, led by the local of women teachers, walked out of their classrooms in the first organized teachers’ strike in U.S. history. The 1,165 teachers and principals (they were represented by the union as well) stayed out until Dec. 27 in what they called the “strike for better schools.” The walkout drew national attention to the plight of public schools, low teacher pay and difficult working conditions. The teachers won a number of reforms that improved the operation and governance of the schools.

1952 — George Meany becomes president of the American Federation of Labor following the death four days earlier of William Green

27 November

1998 — Silas Cool kills Metro driver Mark McLaughlin. McLaughlin was shot & killed at the wheel. His bus plunged off the Aurora Bridge, killing one passenger & injuring 33 riders.

29 November

1985 — South Africa: 34 black unions unite to form 500,000 member congress of South African Trade Unions, in Durban. ATU 587 supported COSATU.

30 November

1999 — US: WTO (World Trade Organization) meets in Seattle, Washington amid massive ongoing protest. The WTO meeting broke down over opposition to proposed agricultural rules that threatened the economics of developing countries. President Clinton’s weak and tardy support for the overworked Seattle police may have provided cover for US agricultural interests that were also opposed to the new rules.

30th Anniversary of Solidarnosc

By: Paul Griffin

Retired Transit Employee, still active in the Amalgamated Transit Union

It's been thirty years. Thirty years since Polish workers went on strike in a hopeless cause. And it wasn't the first strike. Previous strikes had been put down with violence and death. But the strike of August 1980 had a different outcome. The strike of August 1980, in fact, changed the whole world. We all know about the Gdansk shipyard which was the focus for purpose of media but as a practical matter the whole country went into vapor lock. Multiple employers found their work force on strike. Communications were turned off. The government found that the spirit of the strike was not to be ignored. We know this page of history as the "Solidarity Movement."

But let us step back and evaluate the situation. The word "solidarity" is much overused and often out of context. In the broadest meaning of the word "solidarity" (small "s") means "We Are All In This Together!" For the purpose of this discussion I will refer to "Solidarity" (capital "S") the UNION, the organization, as Solidarnosc. Solidarnosc, the union, was led by **Lech Walesa**. He was the right man in the right place at the right time. His strength of character and sense of morality carried him and Solidarnosc through a difficult time of martial law. Finally in 1989 there were national elections with TWO names on the ballot instead of the usual communist election practice of only one name. Almost all the communist candidates lost. Solidarnosc supported candidates and individuals claiming affiliation with Solidarnosc won and eventually the communist system collapsed.

What is often overlooked is that in the beginning the Solidarnosc organization, the union, did not envision the collapse of communism. They just wanted to democratically elect their own union leadership instead of having union leadership appointed by the government. Communist dominated unions were much like the company unions of yesteryear in the United States that were declared illegal long ago. But one thing led to another and soon the strikers had a list of Twenty-One demands that the government accepted until martial law was implemented. Through it all Poland was, and is, a socialist county but now it functions as a democracy and has embraced capitalism.

Let us pause briefly for an expanded understanding of the word "solidarity." Solidarity is the human expression of collective spirit to implement the will of the majority without compromising the rights of the minority (or individual) through social dialogue based on morality and ethics. Solidarity as an organization functions as the single voice of the democratic majority of the organizations members as a matter of process and policy.

The Solidarnosc Union of today is one of the few organizations, including the central government,

that has long term institutional administrative stability. Some of the "governments" have lasted for only a few months and then the personnel were changed. It takes more than a few months of the political process to implement a good idea into reality. Solidarnosc Union also functions as a political party to influence the government to implement legislation that is good for not only its members but all the citizens of Poland even if they are not members of Solidarnosc. In another words, the political environment of today, 2010, is completely different from the environment of 1980. So the challenge to Solidarnosc and the Polish people is how to manage all the changes.

As a practical matter I believe the Polish people have managed the changes quite well. Last year, 2009, Poland was the only member of the European Union that had positive growth of the gross national product. Even Germany which is a major economic engine was slightly negative. Other countries such as Greece and Spain are so bad off economically their continued membership in the European Union is threatened. There are new homes and buildings going up everywhere. The infrastructure of roads and rail is being rebuilt and expanded. The unemployment rate in Gdynia last year was 3.1%. The downside is traffic filling the roads. And not just old clunkers but new, expensive, cars everywhere. The standard of living and expectations for the future are rising.

Yes, the 30th Anniversary of Solidarnosc had every reason to be a great celebration. My Union's President, **Ron Heintzman**, wrote a letter of introduction for me to be hand delivered to **Janusz Sniadek**, President of Solidarnosc. The letter from the Amalgamated Transit Union was the first letter of congratulations of this important milestone Solidarnosc received from America. Including our own U.S. government. I had an audience with President Sniadek two days prior to the formal opening of the official celebration so it was quite an honor to meet with him given the demands on his time.

For this celebration Solidarnosc hosted a two day conference of all the "foreigners" (approximately two hundred individuals) from many unions around the globe. Each panel had three or four major speakers who shared history or insight to the current state of union and political affairs. The speaker panels included such individuals as **Jerzy Buzek**, President of the European Parliament. The speakers delivered their message in English, French, or Polish. Attendees were issued receivers with which they could listen to translations. Then members of the audience could respond, tell their own story from their country, or ask questions.

One of the major questions was "what is our goal?" Another individual expressed that he felt "solidarity" while in the conference room but felt none upon leaving the conference. Others expressed that Solidarnosc had betrayed its original purpose claiming "... we have lost our solidarity ..." Many told

of government incompetence and mismanagement in their country. Our representative for the AFL-CIO enlightened the audience that the social contract we enjoy in America was not simply an act of generosity by corporate America. That even to this day we in the labor movement have to fight to maintain our wages and benefits and fight even harder to gain improvements. Much like America, the percentage of working people belonging to a Polish labor union is only about 12%. Solidarnosc has its own challenge to organize and enlighten working people.

The biggest surprise was **Lech Walesa's** refusal to participate in any of the formal events sponsored and hosted by Solidarnosc. In fact, he has no formal connection or position in Solidarnosc. Many people were amazed and angered by his refusal to participate. They could not understand why given that in the beginning he was "Mr. Solidarnosc." I explained that when the United States was created people on this side of the Atlantic Ocean had had nearly 200 years of practice in self-governance. Poland in 1980 did not have the luxury of time. Lech Walesa supplied the glue and leadership to get Solidarnosc off the ground and achieve some institutional memory and process as Poland reestablished itself upon the fall of communism. Much like **George Washington** who could have been elected President for life but he stepped aside after two terms when he was of the opinion that "institutional memory and process" had been achieved, **Lech Walesa** did the same. Any organization expect-



ing to function for a long time whose existence is predicated upon the presence of any one particular individual is ill conceived and doomed to failure. Solidarnosc now has institutional memory and inertia to carry on without Lech Walesa. **Lech Walesa's** place in history is assured. He is available for historical reference and he did make appearances at non-official venues but I believe he has once again demonstrated a genius understand of history.

The 30th Anniversary should have been a worldwide celebration. But unfortunately the creation of Solidarnosc and fall of communism is not current events. In any case, I thank **Ron Heintzman** for his letter and the honor of representing the Amalgamated Transit Union. The spirit of solidarity of working people is alive and well around the world. We are all in this together.

A Magician's Trick

In order for a magician's "trick" to work, the audience's attention is often diverted. King County management is trying to divert the public's attention toward "overpaid" bus drivers. What are they hiding with the other hand? Using the numbers presented by the King County Transit Task Force <http://www.kingcounty.gov/transportation/TransitTaskForce/Documents.aspx> in the document "Performance Trends" presented at the June 3, 2010, meeting, King County's Operating Cost per Platform Hour, 2008 was \$123.80 [the Meeting Summary for June 3 claimed that approximately \$50 of that was due to driver and mechanic wages and benefits]. According the same document, the Average Annual Percentage Change in Operating Cost per Platform Hour, 2001 to 2008 was 5.9%. A quick calculation would indicate Metro's cost per platform hour increased approximately 49% over those seven years.

How could King County hide such a huge increase in costs? By diverting attention to "overpaid" drivers. But they couldn't use the minimal increase in top step wage over the same seven years. In 2001, the average top step wage was \$21.35 (ten

months at \$20.73 and two months at \$21.43). In 2008, the average top step wage was \$27.31 (ten months at \$26.10 and two months at \$27.37). That's an increase of only 23.3% during a time when the cost of living increased 27.2% (June to June). Instead, King County gave out the "salaries" paid in 2001 and 2009. So the "reporters" can point to the 20 drivers who made over \$100,000 in 2009 and ignore the other 1,454 King county employees who made over \$100,000 last year.

Try these numbers: In mid October (including active and on leave), there were 2844 Operators; 61 Rail and Streetcar Operators; 1708 Full-Time Transit Operators; 25 System Board Operators; 2 Group D Operators (FTTOs working P/T); 511 Part-Time Transit Operators earning full benefits; 247 Part-Time Transit Operators getting partial benefits; and 290 Part-Time Transit Operators getting no medical, no dental, and no vision coverage.

It isn't the cost of union drivers and mechanics which is drives Sound Transit to give routes which used to be operated by King County/Metro to Community Transit and Pierce Transit. It's the cost of King County's [mis]management and their "tricks."

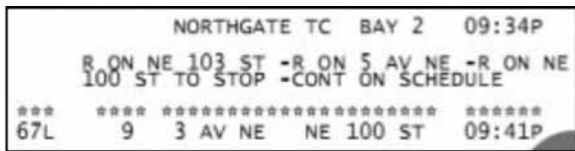
Accountability for Schedule Changes

by Joshua Laff

As most Operators are aware, Metro has enacted changes to run cards that have created significant difficulty for Operators to drive on time and get sufficient breaks. While many of the time problems are obvious, some are more devious but still blatant violations of the contract between Local 587 and King County. It is my hope that Operators will use the information I provide in this article to write up Service Requests ("Green Sheets") for problem run cards they may find. It is also my hope that the King County Council recognizes the harm in labor relations, and the costs to the County, incurred by Metro Management continually disregarding our Contract and forcing Local 587 to fight with Management over and over again.

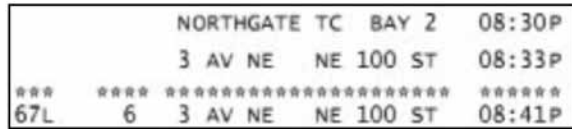
Unlabeled Deadhead Timepoints

On many run cards this shakeup, there appear one or more sets of deadhead routing instructions. This occurs when a trip finishes at one location, and the start of the following trip will begin at a second location. Deadhead routes indicate to the Operator what turn-by-turn directions should be taken to get from the first point to the second. Unlike most locations printed on a run card, however, there is no timepoint associated with the arrival at the end of the deadhead routing.



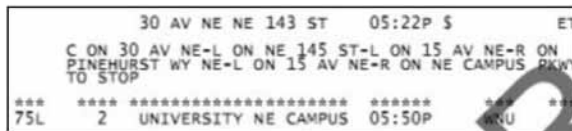
An example, pictured here, comes from the weekday run card 65/17R. The Operator arrives at Northgate Transit Center Bay 2 at 9:34. Then, the Operator is given turn-by-turn directions to arrive at 3rd Ave NE and NE 100th St. What's missing is the timepoint for when the Operator arrives at the terminal. The route 67 is a good example of why this is a problem, because in most instances on run cards with the route 67 turning around at Northgate, the trip to the terminal is

part of the route and the timepoint is included. So we know exactly how long that should take:



As you can see from this clip from 65/22R, Metro estimates 3 minutes for an Operator to get from NTC Bay 2 to the terminal at 3rd & 100th St. Therefore, in the clip from the 65/17R's run card, the arrival time after the "deadhead" routing is 9:37 pm. This leaves only a 4 minute break between trips. This is a clear violation of the Contract.

In most cases, the deadhead time will not be so clear cut, as it will serve to connect terminals of two otherwise unconnected routes. For example, from 65/19T:



In this case, when you include the 5 minute Contractual break, the Operator is given no more than 23 minutes for the deadhead route. (Never mind that the route traverses a road known by Metro to be closed). During the height of rush hour traffic, it is irresponsible to suggest that trip will only take 23 minutes, while simultaneously ignoring the likelihood that Trip 1 will not finish on time. As a comparison, North Base run cards give 22 minutes to get from the base (only slightly further north, but with direct access to I-5) to the same terminal at that time of day. In this case, the deadhead time is not reasonable, but because there is no clear standard for a timepoint between those two locations, although this is a likely violation of the Contract, it is more difficult to demonstrate, and more difficult to document.

What needs to change is, Metro needs to start

printing timepoints for deadhead routing on the run cards. I've been told that they're in the computer system, and that Supervisors apparently have access to them, so this shouldn't be too difficult to do.

Write Up Your Service Requests

What also needs to happen is that Operators need to document all schedule problems, including those involving deadheading. If you don't have enough time on your deadhead, you need to write it up, and you should probably also bring it to the attention of a Union Representative. If you do not document a lack of sufficient deadhead time, you are giving Management permission to screw you out of your 5 minute break.

If you'll allow me a bit of a tangent here, I'll explain how Operators being too lazy to write up problems is hurting themselves: driver seat cushions. Drivers complain about them, but don't write them up saying it doesn't do any good. The truth is, Operators aren't writing them up. How do I know? I submitted an Open Records Request to Metro on two separate occasions to get a bunch of data on the driver's seats, including the OR records. There is a significant lack of OR's about driver seats. This makes it very difficult for Union representatives to push the issue, because management responds with, "no one else seems to think it's a problem." So Management has stalled and delayed, and the result is we have lots of crappy worn out driver seats.

Operators have a choice here. Your elected Union Reps have made it clear they plan on addressing the issue of scheduling. You can choose to whine and complain, do nothing about it, and ultimately shoot yourselves in the foot and wind up with crappy schedules. Or, you can take the five minutes needed to write up a Service Request, and provide ammunition for the Union office to seriously pursue the issue. This is a group effort, folks, and definitely a case of, if you're not part of the solution, you're part of the problem.

Message from the President

Transit is experiencing unprecedented budget challenges. Managers are scrambling to preserve services in part by attacking the wages of their own employees. How much of the current budget woes should be borne by transit workers and how much by the public who pay for their services seems to be the debate of the day. Much of the decline in revenue over the past decade is directly attributable to the 2001 tax payer decision to cut the vehicle excise tax that provided stable funding for transit. Subsequent decisions by transit management and the elected officials who supervise management's repeated decisions to spend down needed reserves may have put in place a recipe for draconian cuts in service. Why would the elected officials agree, or direct, transit management, to spend down needed reserves? The only plausible explanation is to provide taxpayers with

a level of service beyond what revenues support in hopes of gaining reelection. What politician wants to run for reelection on a platform of cutting needed services? Regardless of who's to blame, Unions are told they have a Hobson's Choice of either agreeing to substantial cuts in wages or incurring layoffs. Prior to and during the 2010 contract negotiation, King County Metro actively attempted to reduce wage increases through misleading or factually incorrect press release statements. The false data was used by the right-wing Washington Policy Center, conservative Seattle Times, and King 5 Television to misrepresent the past wage increases of transit workers. An honest evaluation reveals that during most of our history with Metro, wages have just barely kept up with inflation. Low seniority members, fearing layoff, have called upon their union leaders to agree to a wage freeze.

The much larger majority of union members have called upon their union leaders to hold their ground and demand that built-in cost-of-living increases be maintained. Ironically the question of the day may only be a precursor of what's to come. If you believe the numbers being presented by transit management (and I don't), without a significant increase in revenues (substantial new taxes) transit service will be cut by as much as 20% (600,000 hours) of current service levels (3,000,000 hours) over the next two biennium's (2012-2013 and 2014-2015). Employee wages are, even by management's numbers, only a small percentage of the projected revenue shortfall. Why then are management and the media focused on such a small part of a revenue shortfall while ignoring the long-term problem? Could it be to sell newspapers, advertising, and attack publicly employed unionized work-

ers? Could it be that management is trying to direct attention away from its size and cost growth so that cutting management is not one of the options to be included in the debate of the day? The future is hard to see, especially revenue five years in future. The decisions that are made today by your union leaders will be made with the sure knowledge of economic history over a considerable amount of time, not short sighted cuts based on a short-term recession. Union members should hold tight to the long history of stable transit growth and not let fear mongers who are attempting to affect current negotiations control their thoughts. Together, we will get through this difficult time. In solidarity, Paul J. Bachtel President / Business Agent Local 587

Letters to the Editor...

Well Paid?

Hi all, If you're like me I'll bet you've heard from a few friends and family about "overpaid Metro Bus drivers." I don't know if we are overpaid, but we are CERTAINLY WELL PAID! I'm looking at probably mid \$90's for about a 57 hour week! Paul Bachtel says "skipping a 2010 inflation raise (3%) is unacceptable" I disagree for a few reasons. First, it will probably cost us money in that Metro will just cut more service. With less service, it won't matter that we are making more per hour, because we'll probably be working less (if at all). Secondly, the public needs the service. The busses are usually crowded as it is. We'll be passing people by or not even running on weekends! Finally, it will be creating bad will with the public which has supported us so well over the years. Our riders will be looking at us as arrogant, entitled and uncaring. This could lead to more driver-passenger issues.

There's an old saying, "You're either part of the solution, or you're part of the problem." County workers, City workers and Firemen have chosen to be part of the solution. They have recognized that these hard economic times require some sacrifice in order to retain service. They have agreed to inflation only contracts. I'm sure the arbitrator will take this into consideration. I'm proud of their stand and I hope to be proud of ours too! LET'S DO THE RIGHT THING! NO RAISE, IT'S THE LEAST WE CAN DO!

*Ken Brix,
Ryerson Operator*

Much ado about nothing

Back in the April '04 *News Review*, Paul Bachtel wrote, "The *News Review* should be a forum to challenge management, not attack other union members." I agree, but in October's *News Review*, a member submitted an article, (most of which I liked), that referred to an article I wrote for the May *News Review*, ("The Voice of our Membership"), and accused me of plagiarism because I reprinted

two sentences verbatim from desmogblog about the WPC.

This member also accused me of choosing to ignore (their) facts and sticking with lies (from the blog) to support my opinion. The truth is my article had already been printed and distributed in the *News Review* before this individual ever told me that their source for WPC funding disagreed with the desmogblog.

Instead of recognizing that I warned the membership about the WPC before it attacked our local, this member is angry with me because I didn't automatically accept their source of information, and maybe that's what they're really mad about. I don't trust anyone who works for the WPC, but more importantly, their source's info, even if correct, doesn't change the point of my article. It was about using the *News Review* to counter right wing attacks, and the WPC is right wing. That's not opinion, it's fact.

I shouldn't be surprised when this member makes much ado about nothing, because in the March '09 *News Review* they also accused former President Lance Norton of plagiarism and raised a fuss over some language usage. Lance responded by writing back "... if this is all you have to complain about things aren't all that bad." Ironically, the same member has since printed a 5-part article that essentially regurgitates the contract. (Go figure).

When I confronted them about their accusations, this individual said their comments were directed at me, but then they tried to involve someone else and began backpedaling and changing their story. If they are going to make accusations in the *News Review*, then they should stand up for themselves when confronted, or apologize for being wrong.

I welcome being corrected and educated, that's part of life, but when someone questions my integrity and tries to lump me in with our detractors

because I don't worship every word that comes out of their mouth, they've earned their own lollipop. Guess where they can put it.

*Executive Board Officer
Andrew Jeromsky*

"BEAN COUNTER" — THE WITCH

Once upon a time there were these 7 (Seven) dwarfs. They were miners. Showing up on time, doing their job, and getting along. Until one day the ore market tanked and they all decided to become bus drivers because it paid ok, but not really enough to support a family, unless one worked overtime, it had good medical insurance, and was out in the sunlight for a change, unless it was cloudy, which was most of the time.

Until one day the housing and banking market tanked not to any fault of their own but due to a bunch of idiots and greedy S.O.B.s.

That is when the Wicked Witch, called "Bean Counter," first appeared. She came from a place known as the Ivory Tower. Evil she was, caring for no one but Herself, her Filthy Lucre, and her Bottom Line. She didn't give a Flying Fig about how she treated others. A low Bottom Line she highly prized and she would routinely present this Bottom Line to the Lords of Mordor County hoping for a big pat on the back and who knows what else. Maybe a promotion. (Wicked Witch First Class?)

The seven dwarfs had your average names like Happy and Smiley but after the terrible Wicked Witch "Bean Counter" appeared they changed their names to:

1. Surly
2. They-Are-Treating-Me-Like-A-Dog-Not-A-Dwarf
3. Poor-Unfortunate-Pilgrims-Waiting-Out-There-In-The-Cold-And-Rain-Because-The-Schedules-Suck (or "Shorty" for short)
4. I-Am-Only-A-Dwarf-For-The-Love-Of-Pete
5. Disgusted
6. Think-I'll-Call-In-Sick and
7. Give-Me-A-Break

One day, however, a handsome Prince called Common Sense appeared out of nowhere. I mean there did not seem to be any Common Sense in the King-dumb at the time. The Good Prince Common Sense dumped a big bucket of bus windshield washer fluid on the Wicked Witch "Bean Counter" and lo and behold the terrible ol' Witch melted away.

Without the Wicked Witch "Bean Counter," Common Sense was retained as Prince of the Ivory Tower and everyone lived happily ever after. This included the Pilgrims whom no longer had to wait out in the rain and cold for a poorly scheduled bus, which must have been a bitch because they had to pay good money for a bus in those days.

The End

*by John "Bill Gates" Ranlett
NO #2914*

One Bus Away Project

"Recently, several drivers were anonymously sent surveys on behalf of the OneBusAway team at the University of Washington. Thank you so much to those of you who responded. So far, we got 254 surveys back from the 500 that were sent! We expect to have results in the coming months, but we wanted to give those of you who were sent surveys one more chance to send them in. So, if you have one still sitting around, please do fill it out, so that we can make sure we hear from drivers with all different types and levels of experience. If you have misplaced it and would still be willing to participate, please contact Kari Watkins, the study director, by telephone at (206) 250-4415 or by email at kariwat@uw.edu to have a replacement copy sent. Thanks again for helping us think about new tools that could be developed to improve the usability of public transit. The best way we have of learning about bus driver's impressions of potential rider information tools is by asking drivers through a survey such as this one.»

*Hope all is well!
Thanks,
Kari*

Freedom of Expression

Earlier this year in reference (and opposition) to atheist ads on Metro buses stating "Yes, Virginia - there is no God", a *News Review* contributor wrote: "there are limitations to freedom of expression," and "freedom of expression is subject to some public scrutiny and control." In October, that same contributor made a very different argument in favor of religious expression following a report of the firing of a New Jersey transit operator who had burned a Quran at Ground Zero, saying: "We must carefully refrain from abridging others rights and must in fact protect acts that we personally find abhorrent. . ."

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 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:

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

The 1000-Pound Gorilla

Inflation, the Perfect Storm

By Clint DeVoss

What is inflation? How much does it hurt you? Does your current COLA make inflation something you do not need to worry about?

In the simplest terms, inflation is a rise in the general level of prices of goods and services. From the perspective of the wages you take home, it can be viewed as the reduction of the buying power of every dollar you make. In other words, your paycheck stays the same and buys less because you are paying more for what you buy! This comes about for many reasons: our government spends more money than it has, as they have done lately; other world governments have monetary policies that reduce the value of the dollar compared to their currency; the goods and raw materials that we import, including oil, become more scarce; and/or we have to pay more of our dollars to get them because the US dollar is worth less compared to the currency of the country we buy from.

One of the big factors that effects the inflation rate is how much of our money goes overseas and how much the dollar is worth compared to foreign money. Our country is a net importer of goods and services. What this means is that we import more goods than we export. Over the long term this is bad, for all the usual reasons including jobs move overseas, we become dependent on foreign economies, and the value of our money decreases. Do not fool yourself--our country has been a net importer since the early 1980's. Recent Bureau of Economic Analysis (BEA) figures paint a bleak picture: in 2009, we exported 2.159 trillion dollars worth of goods and services and imported 2.412 trillion dollars worth of goods and services. What this amounts to is the sending of a quarter of a trillion of our dollars overseas this year, taking money out of your pocket.

One of the other big factors that determine what the inflation rate will be is how much money our government is spending compared to how much money is taken in. Over the last

few years big insurance companies and banks have been bailed out, money has been spent to stimulate the economy (usually a good idea), and we have been conducting an overseas war in two countries, all of these things detrimentally effect what your future buying power will be.

The single biggest issue for all of your Union Officers is how to make sure that you are protected from economic changes that may happen in the future. In order to make good choices that benefit all of us, we need to have some knowledge of where we are today and what has happened in the past, and then formulate and put effective solutions into place to protect our hard-earned incomes.

Where we are today, when compared to where we were 20 some years ago, is that our wages have almost caught up with where we should have been if our wages kept up with the changes in the cost of living in King County. While our incomes for the last 10 years have gone up enough to keep pace with the King County inflation, the wage levels have not made any dents in closing that gap, until recently. In the last two years, with an almost flat inflation rate, we have almost caught up with where we should have been if we received full cost of living increases based on inflation in King County. While, actually getting more money is always nice, and what I believe is most important and what most of us really want in these ugly economic times is not to lose what we have. Therefore, what seems to be the best and most realistic course of action is to put in place a contractual procedure to keep what we have, regardless of what happens in Seattle's economic future.

In order to do that, all of us need to evaluate the system that we currently have under all possible economic conditions that could be around the next corner. During times of low inflation, such as the last decade, the system we currently have has kept pace with the Seattle economy, but nothing more. Should we have a period of high inflation, our COLA benefit

is capped at 6%, what that means is that when inflation exceeds roughly 6.6%, our COLA amount reaches 6% and we are maxed out; we start losing ground, AGAIN!

Therefore, the system that we currently have in place would not protect us from losing money during times of high inflation, and in my opinion, this problem needs to be fixed. While some of our younger members did not live and work through the 1970's and 1980's, those who have saw very high inflation and the corresponding erosion of our paychecks during that period. During an eight-year period in the late 1970's and early 1980's inflation was above what our current COLA formula would have adjusted, during six of those years. In one year alone we would have lost 7.5% of our buying power, even with the COLA we currently have, and over that whole eight-year period, each of us would have lost more than 17% of our incomes buying power. For a top step Operator, this would have had the effect in today's world of taking a pay cut of, almost, \$5.00 per hour or around \$10,000 per year. If high inflation comes back, and our experts believe that it is more likely than not that it will, **each of us will take a huge real loss if we continue to receive COLA's under the current system!**

Consequently, we need to look at ways to protect ourselves. Over the last two years we have gained 4% in income while national inflation over the same period has been only 0.3%, this has given us a real gain of 3.7% and brought us almost up to what we should have had, based on the inflation over the last 20 odd years. We are in a good position to fix the problems that may be in our future,

without losing anything.

It seems to me that the solution to our general cost of living problem is to have a system that keeps us current with the changes in the cost of living in King County, not somewhere else. The system needs to work effectively whatever the inflation rate, both when the rate of inflation is high, as well as when it is low and most importantly, whatever system we put in place must prevent our incomes from taking steps backwards. If we had a system in place that worked this way since 1989 our Top Step Operators would have made more than \$75,000 or \$3,700 per year more than they actually did during this period.

Local 17 (representing Chiefs and Base Supervisors) recently agreed to a change that comes close to meeting the needed criteria. What Local 17 has tentatively agreed to is a system that provides for a 95% cost of living adjustment based on the Seattle-Tacoma-Bremerton Consumer Price Index - Urban Wage Earners and Clerical Workers (CPI-W) in 2012, 2013, and beyond. This is a positive step for them! With some minor modifications, this seems like a good solution to the overall inflation problem that our members have.

Each of you should give some serious thought to accepting a solution that provides for protection of your income at its current buying power level, particularly since the starting point is almost where it should have been if we had a proper COLA during the last twenty years.

Finally, don't get greedy; be willing to accept a reasonable solution that improves on what we have now! A bad choice now will effect us for the foreseeable future.

Letters to the Editor, *continued*

I'm guessing that this writer didn't see the parallel between their expressed condemnation of the "Yes, Virginia" ads last Winter and the actions taken against the operator who burned the Quran. I'm sensing that the apparent reversal is unintentional, and that they - as I believe in the defense of freedom of expression are invaluable rights we all should defend and support regardless of the message. However, I see at least the potential that one might draw the conclusion given the ideological flip-flop that he supports the freedom to express some

religious messages more than he supports others.

If an Operator burning a Quran should be protected from censorship or retaliation from his employer; shouldn't an atheist group advertising on public buses be free from censorship as well? Or is there a bias being expressed by the writer that speaking out against religion is bad and should not be protected speech - unless you're speaking out against Islam?

Jeff Welch
Central Base #13204

Board Officers' Response...

Please, get your facts right!

When I write an article for the *News Review* or any other document, I take special care to insure that the statements I make are factually correct. Not being perfect, I do make mistakes occasionally.

After reading Mr. Welch's submission to this edition of the *News Review* as well as his submissions on his Blog, I have to wonder if he takes the same care.

I did write the article related to the burning of the Islamic holy book, I **did not** write the article related to bus advertising. While I agree that there are limits to "freedom of speech", neither of the cases cited by Mr. Welch fall into the category that could legally be or should otherwise be restricted, in my opinion.

So, Mr. Welch please spend the

time and make the effort to be accurate when you attribute statements or positions to me!

Thank you in advance for getting it right next time!

Clinton DeVoss
Executive Board Officer

Author Author

Jeff,

I wrote 'Recaps and Updates and Metro bus ads.' It appeared in the February '10 *News Review*. Clinton DeVoss wrote 'Freedom, The ugly side' for last month's *News Review*. As a result of confusing the two articles and their respective authors, you came to an erroneous conclusion that impugned the integrity of both Mr. DeVoss and myself. I told Clint that I think you'll come through with an apology. What say you?

Andrew Jeromsky

Vice President MacAdam's Report

By Don MacAdam



Still not funny

With November here and the cold and rain, I am already missing the 90° & 103° temperatures from California and Florida (a little).

With some help from Mr. Winders, we appear to be slowly making progress in the world of Vehicle Maintenance. Last week, Supervisor L. Ward came to the conclusion after the first step hearing that the grievant was indeed entitled to the remedy sought and settled the grievance before second step. Thank you Mr. Ward! Also, in a rare display of common sense at Ryerson the great "Taco incident" was settled just as I was on the phone ready to call in the Marines. So thank you again Mr. Winders and Mr. Ward.

As some of you are now aware, Metro is seriously complaining about my Little News Articles, particularly the Manager evaluations in the September edition. I was even told the newsletter was banned at C.S.C.! My response is that I only hope the

managers do better next year! Other unions are contacting 587 expressing interest in copies of my evaluations for use in their areas, also. As long as Metro ignores the problems in V.M. and other maintenance divisions, I will be here to remind them for you... as long as I can!

Who is Local 587? Did you realize we are the Big fish in a little pond? Did you know that all those Unions that voted to give up their C.O.L.A.s also signed a document that states "if 587 gets a C.O.L.A." then so do they!!!! (These also include your managers.) As always, we carry the load for everyone else. And, at the Union's 56th International Convention during the hostile takeover only 587 bucked the system and nominated one of our own for two delegate seats. We lost but we tried!

What the heck's going on!!!!

Our Maintenance workers in Port Angeles at Clallam Transit seem to

be happy. Before the contract Maintenance was very upset, but due to their hard work and some contract improvements things seem to be going quite well for them... Good work and thank you managers!!!

Your Contract—we started making progress last week. Money issues still a problem of course.

MOAs—Most cleaned up and filed correctly.

Rail mechanic apprentice—one position will be available soon (after testing). Maybe!

Arbitrations: Jones—vacation language almost done; Graff—Attorney briefs are in; Salkeld—is in limbo;

Pat Post—Metro will not respond to our attorney's letters; J. Smith—probationary termination, very bad response at first step.

Going to arbitration: Musni—Pigeon gate; Rigtrup—alleged harassment; J. Dean—alleged dirty bus after 3 days on road.

New policy change—5 days to bring in a sick slip upon your return. Metro will no longer remind you! If you do not have it, you will be issued an U.A.!

We currently have investigations going on at Ryerson and another is starting at our old friend at E.M. with Mr. Marcell again. I think investigations are done at N.M.

Deceased—Ross Johnson, Mechanic S.M.; Randy Stevenson—Operator, E board officer; Ralph Eskenazi, Mechanic, retired in 1994. All leave families and will be greatly missed.

Retirements—Carolyn Keogh, you will be missed (glad you made it)!

This month's Chiefs story is different. After the evaluations were in I received a call...well this is what I was told...the Employee told me his chief was having an argument with him. It became so heated that he told the chief, "If you ever need C.P.R. you had better have a quarter in your pocket so that someone can call 911 for you because I sure won't!!!" Then, the Chief wrote up the employee for his statements. I asked him what happened after he filed a grievance. He said, "I didn't file!" I asked him why not? He said the write-up was worth it!!!! God Bless Maintenance and those brave souls!

VP2 Man

By Anonymous

Well, kids in our last harrowing saga of VP2 Man the evil Metroid called Leveler had planned an attack against the forces of good, "Force 587." Unbeknownst to 587, the evil Leveler had sent a coded message to the leader of Force 587, "Bach the Bold," demanding that he hand over VP2 Man or face dire consequences which would be most dire indeed!!!! We join the Bach as he takes council from venerable Elders and holders of Galactic wisdom we call "Rosen the Relentless" and his team of soothsayers.

Kids let's listen in as The Bach starts to speak. "Have you deciphered the coded message in its entirety?"

Rosen the Relentless: "It is an obscure form of grunts and nasal and body sounds. I had "Freed the Fearless" check it for booby traps and viruses but it appears to be quite harmless."

Bach the Bold: "But what does it all mean?"

Rosen: "Well it is so very odd since we have never received a message like this before and because of that we are not sure as to its true purpose or meaning."

Bach: "Then what does it say?"

Rosen: "Simplistically it states that VP2 Man has said some things about one of their evil minions, "The Marsupial" or something. The message was slightly damaged in its transmission (you know they always buy the wrong software). They are upset about some things VP2 Man

is saying!"

Bach: "Is this, then, a declaration of WAR?"

Rosen: "Well that's the odd thing... under the galactic constitution of law there have been no violations whatsoever!!!!!!!"

"Then why should we hand over VP2 Man to those purveyors of evil?"

Rosen the Relentless: "No reason. Really, he just seems to say things they don't like! VP2 Man is a new and fearless defender of Force 587 and golly-gee-gosh, it bothers them, being unable to control him."

Bach the Bold: "This matter cannot go unchallenged!!! What do you suggest we do to respond to such an offensive offer that threatens the peace of our whole Galaxy?"

"I have already called for "The Mighty Subit." Only he will be able to craft a communication in their odd dialect whereby they may be able to understand. Although, he has sent them communications in the past that have gone unanswered."

Bach: "Make it so! And have special weapons commander Rick also known as the "Hammer" or VP1 put Force 587 on full alert!!!! We're going hunting!!!!!"

WOW! Wasn't that exciting? Stay tuned next time, boys and girls, to find out how the Force 587 battles the evil Metroids!!!

Use your decoder rings to decipher today's important message...463.25377.2637422. See you next time kids!!! And thanks for tuning in!!

FRANK FREED
SUBIT & THOMAS LLP
ATTORNEYS AT LAW

October 12, 2010

David Levin
Office of Labor Relations
King County Executive Office
500 Fourth Ave.
Room 450
Seattle, WA 98104

Re: ATU 587 News Review

Dear David:

ATU 587 President Paul Bachtel has asked me to respond to your letter of September 21, 2010.

If Metro were to follow through on its threat to impound or refuse distribution of the *News Review* on the basis of articles critical of individual chiefs and supervisors, it would precipitate a First Amendment lawsuit and/or an unfair labor practice charge with PERC. I hope Metro reconsiders any intention to take such a drastic and unlawful action.

I agree with you that 587's right to distribute to the *News Review* on Metro property is not absolute. Your letter leaves no doubt that Metro does not object to the time, place or manner of the Union's distribution of the *News Review*. Metro simply does not like what is in the some of the articles. That is not a legitimate basis under either labor law or the United States Constitution for Metro to revoke the Union's existing distribution rights.

Even in the private sector, an employer may not limit distribution of union literature at the worksite because of its content. *See, e.g., Foundation Coal West, Inc., 352 NLRB 147 (2008)*. An employer who refuses to allow distribution of union literature because of its criticism of management commits an unfair labor practice. *The Developing Labor Law, 6.II.B.1.c, p. 114 (5th ed. 2006)*.

Because Metro is a public employer, its actions are also subject to the scrutiny of the U.S. Constitution. The First Amendment does not countenance governmental censorship of written communications on the basis that some people might be offended by them. *Rodriguez v. Maricopa County College Dist., 605 F.3d 703, 708 (9th Cir. 2010)*.

Vice President Sepolen's Report

By Rick Sepolen



I Was Robbed!

I grew up in the '50s and 60s in a small town. My father's father was one of George Pullman's (of Pullman railroad car fame) "Georges." Gramps and his fellow black employees looked so much alike to George and his passengers they collectively became known as George's Boys. This was eventually shortened to just "George." My Grandmother was a black woman ahead of her time participating in southern Texas politics at a time when few women let alone black women were involved in such activities. Later in their lives they were very politically involved marching in support of voters rights for blacks Americans.

On my mother's side, her parents were farmers with 17 kids to feed. Yet they also found time to march in support of the right of black folks to vote.

At the recently held ATU International Convention the delegates in attendance elected the International President, International Vice President and International Secretary/Treasurer. As a full out supporter of the ticket headed by incumbent President Ron Heintzman and Vice President Randy Graham I was sure my team would marshal the forces of right and goodness and win. You see for the first time we had someone from the western United States and western Canada heading up the 191,000 ATU members in North America. Opposing them was the ticket of Larry Hanley and

Robert Baker.

Having come from a background where full participation in the democratic process is considered a sacred undertaking, I was totally in awe of the effort put forth by both sets of supporters. It was loud, it was rowdy, it was well organized and it was very much from the heart

Both sides mounted a wham bang battle for the votes of the delegates with Hanley/Baker taking the majority of the votes. It was everything my little liberal heart could want an exercise involving the right to vote.

And still I didn't like the outcome.

True I wanted Heintzman/Graham to have been victorious, but their loss was not the main reason for my dislike. As the election rolled on I felt the machine supporting H/B exercised their voting strength as a reward rather than as a tool to support their campaign slogan: OneATU. If you lived west of the Mississippi River it rapidly began to appear that we would not have a seat at the table.

In the twelve western US states and three western Canadian provinces there are a total of 52 locals (US 44; Canada 8). In the area east of the Mississippi and eastern Canada there are 167 locals (US 145, Canada 22). At the convention the delegates elected 18 International Vice Presidents and four International Representatives along with the executive officers. The geographical breakdown was as follows: three

Canadian IVPs two of whom live in Ontario, one in Alberta and one IR in Alberta. As for the US, 3 IVPs, one in California, one in Colorado and one in Texas and one IR each in Washington and California. That leaves 12 IVPs and IRs to serve the eastern United States and eastern Canada.

Remember, I am feeling like I was robbed. And with only three IVP's to service the west, I am also feeling a bit under represented. If you start playing with the math things look pretty even with each eastern VP/IR responsible for *only* 11 locals. In the west it's 7 locals each. Those figures don't represent how much territory each of the western VPs/IRs will have to cover to represent their respective locals. If one eastern VP is unable to respond to a local's request, the ability to cover for him or her involves less effort and a more immediate response than it would if the same situation were to develop in the west.

Feeling like I was robbed and unrepresented does very little to ease my concerns or resolve the need for increased representation. I would like to suggest that in the future we elect representatives that are more geographically placed.

Perhaps we could institute a system that mimics the 12 Federal Regions—don't get me wrong, I am not suggesting some sort of geographical quota or demanding that only people living in certain regions should be elected from those

regions. At least I don't think I am.

As you see I have not fully fleshed out this idea, but it's apparent that the western International VPs and Representatives are going to be busy and the International is going to have to start juggling the assignments of the other VPs and IRs to provide adequate representation.

My intentions are to start a dialogue which might produce a germ of an idea that will truly make all of us OneATU.

International Vice Presidents

- Rodney Richman Louisiana
- Javier Perez, Jr. Missouri
- Larry Kinnear Ontario
- Richard Murphy Massachusetts
- Bob Hykaway Alberta
- Charles Cook California
- William McLean Nevada
- Janis Borchardt Wisconsin
- Paul Bowen Michigan
- Kenneth Kirk Texas
- Gary Rauen North Carolina
- Marcellus Barnes Illinois
- Rafael Rivera Georgia
- Yvette Salazar Colorado
- Gary Johnson Ohio
- Robin West Ontario
- John Costa New Jersey
- Chuck Watson New York

International Representatives

- Anthony Withington California
- Dennis Antonellis Washington
- Karen Miller-Lewis Tennessee
- Mike Mahar Alberta
- Stan Dara Canadian Director Ontario

PT vs FT?

By Andrew A. Jeromsky, Executive Board Officer

There's been a lot of recent discussion about Full-Time Overtime vs. Part-time hours, with both sides making valid points. I've been stumping for a solution that would improve hours and conditions for everyone. First, even though I am a long term Part-timer, I believe Full-time OT must be preserved. I am convinced that it is necessary to make the job pay a livable wage.

The base salary for a top step Full-timer is only \$59,217.60 per year. (52 weeks x 40hrs = 2080hrs x \$28.47/hr). That's less than the current median household income in King County, which according to the Seattle Times, has fallen to \$67,806. Meanwhile 31% of households in King County made \$100,000 or more. I wonder if any of those households had to put in 1,000 hours of overtime to reach that level.

I understand the Part-time situation as well. The base salary for a first step part-timer is about \$12,954 per year, (52 weeks (or less due to reduced holiday schedules) x (5 days @ 2.5 hrs/day = 12.5hrs/week) = 650 hrs x 19.93/hr), which is not livable at all. 16.7% of households in King County make less than \$25,000. I wonder how many of those households belong to Part-timers who are trying to survive on starvation wages without full benefits.

Why doesn't Metro implement a hiring freeze until everyone currently employed has enough hours; overtime or otherwise? Metro needs Part timers for rush hour. Why not increase PT straight-through & dual tripper hours and eliminate combos. I'm willing to work a dual tripper as a concession to having weekends off, but Full-timers should not have to work splits. If HASTUS software

is so powerful, why can't this be done? Metro would have a stabler workforce and a more predictable budget. Of course a united work force would be harder to manage, especially during negotiations.

COST-OF-LIVING ADJUSTED OPERATOR PAY RATES

A Seattle Times article has stated that Metro transit drivers are the third highest paid in the Nation. What they didn't do was compare the cost of living in those other cities to an expensive place like Seattle. I used the cost of living calculator at www.bestplaces.net/col/ awhile back to compare our wages to other cities. Here are my results. When adjusted to Seattle's cost-of-living, Pittsburg drivers make a comparable \$39.61, Milwaukee drivers make \$37.61, Spokane drivers make

\$35.58, Chicago drivers make \$35.52, Everett drivers make \$34.83, Tacoma drivers make, \$33.83, Vancouver drivers make \$33.68, Newark drivers make \$33.35, Minneapolis drivers make \$33.26, Philadelphia drivers make \$33.05, Las Vegas drivers make \$31.23, Dallas drivers make \$30.86, Lynnwood drivers make \$29.50, Bellingham drivers make \$29.04, San Antonio drivers make \$28.78, Santa Ana drivers make \$28.71, Washington DC drivers make \$28.70 and Atlanta drivers make practically the same as we do, \$28.46. That puts us in eighteenth position, instead of third on that list, (which wasn't verified or inclusive of all other transit agencies).

In Solidarity,

Andrew A. Jeromsky Executive Board Officer

The Financial Secretary's Report

October 2010 Membership Meeting Report

By Paul Neil



The 56th ATU International Convention occurred in Orlando, FL September 27th-October 1st. ATU 587 sent 13 delegates to the convention. They were: Paul Bachtel, Rick Sepolen, Don Mac Adam, Paul Neil and Brian Sherlock who were elected as delegates when they were elected to fulltime Union office as well as the following who were elected last fall in the special election for convention delegates: Dee Wakenight, Ray Campbell, Linda Anderson, Neal Safrin, Michael Shea, Michael Moore, Lisa Nault and Dan Thorne. Randy Stevenson had originally been elected as a delegate but was unable to attend due to poor health.

Each morning at 7:30 am all delegates met for breakfast and were on the floor of the convention when the opening gavel came down at 9:00 am every day and they stayed until closing of the convention in the afternoon! (The cost of breakfast for those days had been deducted from our delegates per diem.) Your delegation conducted itself well and every delegate took their duties seriously.

Our delegation was completely

dedicated to seeing Ron Heintzman elected as International President. As many member of Local 587 are aware, Ron had done an outstanding job of assisting us with the negotiating the rail agreement and with negotiating with Paratransit Services. I have had the opportunity of working many hours with Ron over several years and found him to be highly intelligent, hard working, totally dedicated to serving the members and a person of high integrity. When he was appointed to the position of ATU International President my hopes for the International soared! Unfortunately, Ron lost and Larry Hanley an International Vice President from New York City, was elected. The best news out of the convention was the re-election of Oscar Owens as International Financial Secretary who is a man of the highest integrity and is a real tightwad when it comes to the members' money.

Following is the report I read at the October cycle of meetings.

Membership Meeting Report:

In the month of September 2010,

we reported 28 new members to the ATU International. 27 are employed at METRO/King County and 1 at First Transit. This brings are total active membership to 4174. This is an increase of 38 members compared this time last year when we had 4136 active members.

Bills:

This September was a three paycheck month while last September was a 2 paycheck month so most financial figures are higher when comparing year to year.

All financial figures are subject to the review of the Executive Board. In September total income was \$352,713.98 which is an increase of \$123,230.26 or 53.7% compared to last September.

Per Capita payments totaled \$56,541.5 for the month of September which is an \$820.50 increase over the same period last year.

Other bills for payroll, rent, legal, etc totaled \$252,055.18 which is an increase of \$94,134.58 or 59.6% over the previous September. This amounts to a surplus of \$44,117.30 for the month compared to a surplus of \$28,275.18 for September 2009.

My activities for the month:

- Still proceeding with finding new office space. We are down to 2 locations-our present office and another on lower Queen Anne.
- Attended with all the other Fulltime Officers KCMetro negotiations. Negotiations are proceeding as well as can be expected.
- Attended with the other 12 delegates the ATU International convention. It was exciting since democracy broke out but unfortunately our local was on the losing side of the votes. All delegates attended our daily breakfasts at 7:30am so everyone was awake and ready for the start of the convention at 9:00am every day. Dan Thorne the Executive Board member for Facilities Maintenance ran for three different AFL-CIO convention delegate positions even though the prevailing faction at the convention had candidates for every position and beat him soundly every time. Dan showed that he does not give up or give in when he believes he is correct! Good for you Dan!

President's Report, continued

benefit packages. The union and management are in agreement with this audit finding and are working on solutions at the bargaining table.

From reading Mr. Ennis's article, one might conclude that union and management are locked in a heated battle over wages. In reality, union and management are working together at the bargaining table to find creative solutions to improve efficiencies while maintaining wages, benefits, and working conditions. Our state legislators have made it quite clear that lowering costs are a prerequisite for providing additional and stable funding. To that end, I have assigned two union officers to work directly with Metro's scheduling section to find every conceivable inefficiency while maintaining the quality transit service for which we are famous.

Some managers believe that increased efficiencies are gained through reduction in recovery time (time between each trip in a Transit Operator's daily schedule). There is a risk in attempting to squeeze efficiency through reduction in recovery time. Transit Operators use recovery time to get back on schedule when they are forced off schedule by traffic conditions, breakdowns, and emergencies. With little or no recovery time, schedule disruptions tend to snowball.

So for Metro, "adequate recovery time" equates to excellent on-time performance. To the public, adequate

recovery time equates to the bus beginning each trip on time and reliably transporting them to work or school in a timely fashion. For the union, adequate recovery time equates to reasonable breaks for Transit Operators, including a chance to use the restroom or eat a snack.

Ennis also takes issue with my reported comment in Mike Lindblom's September 7, 2010, Seattle Times article suggesting Metro could "cut some of its services and not take away pay." Ennis incorrectly expands on my thought by stating I'm suggesting "the meteoric growth in salaries is not enough, drivers should be paid more money, and Metro should cut service to pay for it." I made no such statement, and in fact the union has yet to formalize its wage proposal in the present negotiation.

I do believe Metro could save a lot of money if it weren't for the 40-40-20 rule of the King County Council, which mandates maintaining inefficient service in areas of King County outside Seattle. Metro does not want to be forced to pay for buses running with light loads, or even empty, to satisfy the whims of politicians. That's costly inefficiency.

(A caution in using transportation reporter Mike Lindblom's article for facts, Mr. Ennis should know that Lindblom also claimed the average bus driver's income is \$60,806 because he, apparently, divided the total wages by 2,300 drivers instead of 2,800 or included only drivers

earning full benefits. Some people don't let facts get in the way of their opinions.)

In another article, Seattle Times' columnist Danny Westneat, in discussing King County police officer wages, evaluates my comment as follows: "I'm in a union, so I understand this is part bluster. You talk tough now to make a better deal later." Westneat is correct that bluster is part of the negotiation process, but in this case, bluster can be backed up with mandatory binding arbitration should the union and management fail to reach a negotiated settlement. Both union and management will need to evaluate wages in context of the state binding arbitration law, not through misleading and sensationalistic statements in the media.

While it's true the union would like to see improved efficiencies that help maintain the wages of the workers it represents, and management

would like to lower costs through improved efficiencies, in the end both union and management will benefit from working together — and not through the media — to find creative solutions.

Paul J. Bachtel is president and business agent of Amalgamated Transit Union, Local 587, representing workers for Metro Transit.

Following the publication of this article, Mr. Lindblom took issue with my statement "Some people don't let facts get in the way of their opinions" and provided the source of his wage claim of \$60,806. That source was King County Metro - the same source that gave a figure of \$47,301.78 to Mr. Ennis.

In solidarity,
Paul J. Bachtel
President / Business Agent

WORK SITE VISITS

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

November 11th Thursday	East Operations East Maintenance	4:00 am – 6:30 am 6:30 am – 7:00 am
November 16th Tuesday	Bellevue Operations Bellevue Maintenance	4:00 am – 6:30 am 6:30 am – 7:00 am
November 19th Friday	North Facilities	5:30 am – 7:00 am

The Recording Secretary's Report

By Brian Sherlock



Two Alternatives on Financing Public Services

I have a bridge to sell. We could save a bit of money by privatizing the bridges fundamental to our transportation infrastructure. We could then change vendors each half-decade with a bidding cycle that would save money by punishing any company falling prey to their employees earning seniority, wage step increases, vacations or retirement. No one could blame us; it would just be the free market at work and the bidding advantage of a new vendor. The public would not get into the details of a new company hiring from the same regional pool of employees skilled in the job - - those who were just fired. Any new provider would only have to pay entry-level wages. They would owe minimal vacation and that only after a year or more. Further savings would come from not contributing to retirement, since no one would become vested. Most importantly, we would not be blamed. The public would never examine the details: the fact that the employees spent their careers serving us and were cheated by something as fair-sounding as open bidding. Total savings would only be a small percentage of the bottom line once profits were added

where benefits of long term employment had been. However, we could trumpet our support of capitalism, the efficiency of private enterprise and the tax savings our insightful stewardship provided. Most importantly, public agencies doing the work never pay off with campaign contributions; they aren't even allowed to buy us lunch. However, the profits going to the small pool of vendors moving repeatedly through the revolving door every few years would guarantee campaign contributions, the natural expression of new campaign finance laws.

From a more analytical perspective, the inglorious history of 'savings through privatization' is not based in the capitalism we hold so dear. Government services are not provided in open competitive markets. They are inherently monopolistic, since a wide range of utilities and public services cannot be reliably delivered by a free-flowing hodge-podge of vendors. Can you imagine trying to catch a bus when just anyone could provide service on any route? That would be real capitalism. That would also be chaos. No one would serve outlying areas or non-peak hours. Service

providers on one day would have no obligation to show up the next. Look at Halliburton and Blackwater for the real price of inserting private profits into large scale public service; the larger the scale, the worse the outcome. Transit here is very large-scale. Furthermore, we universally deride China and other emerging nations for the immorality of low-wage jobs with no retirement and compensation insufficient to fairly sustain families. Yet, that is the direct goal of privatization in our industry; the suppression of wages, job security and benefits like simple retirement. These immoralities are the sole 'efficiencies' brought by subcontracting.

The Real Funding Crisis and Alternatives

As we pick over the bones of funding for government and transit, the question is: How do we make costs and revenue align? Do we privatize, take from public employees, reduce services or raise taxes? Fixing the shortfall by raising taxes on the vast majority of our population would squeeze already struggling families and inhibit economic recovery. The bottom 80 percent of our population controls only 12 percent of the wealth. Another source has the lowest 90 percent holding 14 percent. No matter which set of numbers you settle on, with so many living on so little, the overwhelming majority of Americans has no more to give. In 1980, the top 20 percent held only 44 percent of the wealth. At that time, the tax burden was moved away from the wealthy and onto the middle and lower classes. The result has been doubling the holdings of the top 1/5, going from 44 to 88 percent. However, it is both fascinating and hopeful that when polled, Republicans, Democrats, rich and poor, all agree that the top one-fifth should control more like a third of our collective wealth. When we face cutbacks in police, fire and transit, when education and healthcare are in fiscal trouble, can there be the slightest doubt that the only group able to contribute more is the top 10 percent who hold an outrageous 86 percent of our collective wealth?

The Fine Art of Profitable Misdirection

This huge swing in the economics and politics of our nation has been driven by careful crafting of the political dialogue. The owners of the Seattle Times are an example. Their long-term targeting of labor has been directly focused on fur-

ther tipping the economic balance to burden working-class families and enrich themselves as seven-figure wage earners. As the top few percent have gotten ever richer and campaign finance laws have been hobbled, the capacity of this group to reshape our political landscape has grown to levels that challenge our notions of democracy "of and by the people". Just one couple in Texas was able to donate 3/4 of a billion (yes with a B) to endow so called 'think tanks' dedicated to privatization, one of which is the "Washington Policy Center", the source for the bogus compensation claims seen in the Times. These kinds of efforts have been very effective at concentrating wealth. However, they have been detrimental to an economy driven by wage earners and not by wealthy investors.

I am astounded that the scale of this economic imbalance has not been more of an issue both in terms of the national debt and in the funding of public services. While the County tries to squeeze civil servants, eliminating break times and seeking reductions in real wages, the majority of our collective wealth is being accumulated at the capital gains rate of only 15%. We pay roughly twice that. I am not suggesting anything but fairness and an end to the tax changes that have burdened the middle and lower classes and led to the accumulation of the overwhelming majority of our national wealth in the hands of a very few.

As government at all levels struggles with budget shortfalls, we need to remind our elected officials of the fact that the majority of votes come from those on the losing end of the tax-driven shift of wealth in this Country. Those with seven-figure incomes will continue to use tools like the Seattle Times or the Washington Policy Center to blame wage earners with mid-five figure incomes for not giving up enough in support of our infrastructure and fundamental services. However, the truth is abundantly clear: it is not the working class that is failing to give enough. We need to look closely at the balance between strangling education, healthcare, infrastructure and public services, the foundations of our future, and maintaining low tax rates for the very rich. It is a matter of time before the ongoing shift of wealth and the accumulation of power through campaign finance offends enough voters to demand a return to more balanced prosperity.

Blessed

By LaTonya Plummer

October 20, 2010

Each day we are blessed to be able to know good people around us each and every day! With this in mind we can only move into positive situations and strive for goals beyond our reach.

It's funny how we all see things and not really see the forest through the trees; we only see what we want to see at that moment in time and not focusing on the big picture filled with dreams of harmony and peace among us all.

What do we really want out of everyday living of course better pay, a better position on the job, decent living conditions to raise our children and grand-children, but real life slips in and gives us a bang right in the face. Each day at work we see a note with a picture of fellow co-worker's on it that have died or are sick and at a brief moment we are saddened by it all then we forget about them and every now and then we might remember them.

Remember what I first stated each day we are blessed to be able

to know good people around us each and every day! This is so true. So many of our co-workers are sick, dying, died, or having difficult situations, can we let them know how we feel about them, that we care, that they are loved instead of when our friends are gone.

I'm sure we all have knowledge of someone who will no longer be with us, if singing a song or telling a joke or reading a poem or just holding someone's hand will give you both a special moment then do it. This is my special moment, Randy Stevenson, he always was a great friend and always had my back at Atlantic when times were hard for me and I will never forget his encouraging words of wisdom! I want to thank him even when he told me last year he was sick, he still managed to smile and laugh...

Everyone start today! Let someone know you care. We are at work nearly more than we are at home, so I'm sure everyone has a moment in their hearts! Thank you.

The View from the Buses

By Bob Morgan, Retired First-Line Supervisor

Greetings... This month's tale from the past is something that happened while we were in the 2nd floor control center around 1984 or so. Easter, and the Sunday coordinators felt that somehow they should get a "present" for one of the chiefs. At that time Metro was in the process of remodeling the old Atlantic Base, you know paint, light fixtures, and plumbing. So they got a district supervisor to take one of the coord's to the base on that Sunday and they picked up one of the old urinals. In that they placed the fake green grass and plastic eggs and other Easter mementos. Oh yeah, they also took some of the old pipe to the urinal and placed the whole thing next to the chief's desk, with the pipe work coming out from the wall. It was a thing of beauty! The next morning as the coord's started to come in to work they all gave approval for the "gift." The early morning CBD and Capitol Hill D-car supervisor stopped by with the daily paperwork and said to Bill Hewitt "that really looks great, but what you need is a real chicken to make effect of the Easter gift better." A light went on within Bill and he said "hey why don't you go to 10 S / S King to Acme Poultry and see if they will give you one." Well he was able to "borrow" a chicken prior to the slaughter and find a box to put it in with the sides cut out to look like a cage. The chief came in at 7:15 AM or so and looked at the display at his work place. He just shrugged and went to work. Then the chicken blinked and moved slightly (the chief thought it was fake) and then he said "okay this is one of your better gags."

Now I tell you that story to tell you this one...as some of you may remember we had in the control center contract employees who gave traffic reports to most of the local radio stations in those days, one on the morning and another in the afternoon (actually they worked until the mid 90's). They were wonderful ladies to work with and gave their reports from a soundproof room in the corner of the control center. The AM reporter at that time was Peg Neilsen, a charming gal who had starred briefly on the TV show Green Acres. She also was an officer in the SAG Union. Peg was a softy when it came to animals. She would here a driver call in about an animal struck on the road and would come out of the room and ask if we had called the humane society to retrieve the animal (alive or dead). We always said we did when in fact most of the time we didn't. Now to that Monday morning after Easter, and Peg comes into the control center at her usual time of 6:00 AM to start her shift, sees the live chicken and is smitten immediately. Later after the rush the D-

Car supervisor comes into the control center to retrieve the chicken for its date with the butcher. Peg sees this and gets upset. She offers to pay to spare the chicken of it's coming doom. The supervisor tells her it had to go back, that was part of the deal. Peg continued to be even more upset, but managed to make it to the end of her shift at 9:30 or so. Now don't think coordinators aren't a caring lot. The next morning when Peg came in to work there was on the corner of the chiefs desk, you guessed it, a cut up fryer. This wasn't a good idea at all as Peg just lost it. The big boss, Chuck Cox then explained to all in the control center that their concern for Peg was a little over the top and stop it. Well, the next morning there was a can of Chicken noodle soup on the corner of the chiefs desk. I can't put into print what was said by her and the bosses on that one. Enough said the powers to be and that was the great chicken caper of 1984!

Other than Bill and Peg, and Chuck I have no other names to name on this story, but lets just say that a future Supervisor of a base was then in training as a SIT and witnessed the whole thing, we talked many years later about it and they thought we (the coordinators) were a little "touched" if you will. Well many retiree's have made it to their winter hang outs down south. Talked with Gary Pilcher and he visited with Harold Mann in Monterey the last part of September. Also Mark Hartman traveled to Arizona to see Terry Compton, Jim Patrick, and Roger Cady near Tucson for a little golf. On his way back north he was to stop and also see Harold in Monterey.

Also heard that Ken Haven has some health issues and is currently trying to convince Aetna to cover the costs, keep on 'em Ken! Heard that Dale Bartz was having some issues also but that he is doing fine now. Myself as you read this I'll be at our place in Kona for 3 weeks for some "island time." Then after I leave Mark Hartman will be there to enjoy also. Well, we are changing the monthly retiree's lunch a little bit. The lunch was started almost 28 years ago by then retired Operations Manager Ed Rafter. The lunch was at the old Andy's Diner on 4th Av S for 25+ years until they closed. For the last 3+ years we have been meeting at Goldies on Airport Wy S. Starting in 2011 a new and hopefully improved lunch schedule will start.

The schedule will be like this: **January, March, May, July, September, and November we will meet at Barlees just east of Aurora on N 205th on the 2nd Tuesday of those months at 11:30 AM. The alternating months will be at Billy Baroos at the Foster Golf course in Tukwila at 11:00 AM on the 2nd Wednesday as it currently is.** The

thought is that more will want to participate in the get togethers, and please remember that ALL are invited to join in whether you were an Operator, Mechanic, in Facilities and also Supervisor and those in management. We are all retired and realize that just seeing one another is something to look forward to each month.

The breakfast schedule is still the same: **1st Saturday of the at Barlee's@8:00AM and the 3rd Saturday at the Burien Elks @ 8:30AM. Arrive earlier if you like to visit.** As promised sometime back I'm going to take sometime off the writing. If you have any

memories that can be told here in this column you can contact me at morganbobsue@comcast.net.. put from the buses in the remark line so I don't delete. I need some ideas folks! Also note that the **Retirees Holiday Lunch will be Dec 9th at the Burien Elks starting at 11:00 AM 'till whenever. Also remember that spouses can attend.** Look for the official announcement and contact phone numbers in the 587 monthly news. Remember all can attend whether you pay to the union retirement fund or not... this is for ALL retiree's. Thanks for reading and hope all have a wonderful Holiday Season.

Bulletin

October 15, 2010

To: All Local 587 Members

From: Paul J. Bachtel, President / Business Representative

Subject: **King County Metro Contract Negotiations Update**

Our labor agreement with King County Metro expires October 31, 2010. Although it is certainly our intension to reach a tentative agreement prior to contract expiration, the amount of work still left to be accomplished leaves agreement by expiration an unlikely outcome. To that end, we have scheduled bargaining dates through the month of November.

Should we fail to reach an agreement prior to contract expiration, we will most likely continue working under the current agreement. At the time of this writing the parties are working on a contract extension agreement. Once that agreement is finalized it will be sent out for posting on Union bulletin boards.

Pursuant to Article X, Section 9 of our bylaws, I will be holding a Special meeting of the Local on the first business day following contract expiration to inform the membership of the status of negotiations. In addition to meeting this bylaw requirement, I will be sending our Full-Time and Executive Board Officers to the worksites on Monday, November 1, 2010, to meet directly with the membership. Your Full-Time Officers will hold the Special meeting of the Local November 1, 2010 at the Seattle Labor Temple, 2800 1st Avenue, Seattle WA, Hall 6, at 8:00 PM.

Negotiations are running at full pace. In addition to their usual duties, your Full-Time Officers, all of whom are on the Core Bargaining Committee, will be consumed

with negotiations for at least the next month. Please have patience when trying to reach an Officer. In the last 30 days:

1. The Core Bargaining Committee continued walking through the contract, paragraph by paragraph and line by line, reviewing each to determine whether either side has a proposal or whether each paragraph can be tentatively agreed to with current language. In any paragraph with at least one proposal by either side, we have/ will negotiate a change in language, withdraw the proposal(s), or set the proposal(s) aside for later negotiation or interest arbitration.

2. Contract subcommittees are actively working on proposed changes to be forwarded to the core committee and are scheduled to conclude their subcommittee negotiations and present their proposals through the month of October.

3. Metro has provided most, if not all, of the information requested by the Union's economist. I am now awaiting his evaluations.

4. The parties jointly sent a letter to the Public Employees Relations Commission (PERC) requesting a mediator join our negotiations in October if there are issues at impasse. PERC assigned a mediator and the parties are debating their options while continuing to negotiate.

I will be publishing monthly negotiation updates with additional updates when warranted. Thank you for your support and participation.