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VOL. XXVI, NO. 10

The President's Report

Bills, Resolutions and Regulation Updates



Lance F. Norton

By Lance Norton

ON SEPTEMBER 17TH, 2003, Local 587 submitted a resolution to the King County Labor Council opposing contracting out of the operations and maintenance of the Monorail. I am very pleased that this resolution was unanimously endorsed by the Delegates at that meeting. Please see *Resolution to King County Labor Council* on this page for the full text of this effort.

At the next session of our Legislature, the Amalgamated Transit Union Legislative Council lobbyist Sherry Appleton will seek support for a bill that will provide military credit for members in PERS II, as well as reducing penalties of early retirement in PERS II. It failed last session, but we're coming back again! The ATULC will also attempt to reduce the ninety (90) day wait to rehire in House Bill 1829 reported on within the last couple months. This affects our members who retire prior to Medicare/Medicaid eligibility and rehire into part-

time in order to pay their medical benefit coverage.

HEADS UP – NEW CDL REQUIREMENTS

House Bill 1597, which came out of the House Committee on Transportation, passed by the House and Senate this past March/April and took effect July 27, 2003. It now requires CDL holders *carry on their person* a valid CDL medical certificate whenever they are operating a commercial vehicle. We are *no longer* required, however, to have the updated CDL doctor's certificate when renewing our Drivers' License. Prior to this cute little Bill, we had to possess a valid doctor's certificate but it was not required to have it on our person. Now, if stopped when driving a commercial motor vehicle whether for a traffic violation or an accident, if we don't have that valid medical certificate, we face a

\$250.00 fine. This office reported on this bill in the last issue of the *News Review*, but the information regarding the fines was incorrect. We have now reviewed the bill and the bill specifically states the amount of the fine.

Because most of us are used to getting that physical prior to renewing, I would suggest to keep

doing that and every two years renew your medical certificate.

As if this isn't enough, beginning in 2005 a *serious* traffic infraction when driving a *non commercial vehicle* could result in a loss of one's CDL.

Regards to all. Be safe.
LFN

RESOLUTION TO KING COUNTY LABOR COUNCIL

September 17, 2003

WHEREAS, the Seattle Popular Monorail Authority interim board voted in December 2002 to adopt the DBOM (Design-Build-Operate-Maintain) procurement method, under which operation and maintenance of the voter-approved Green Line monorail could be contracted out to pri-

vate companies; and

WHEREAS, the Seattle Popular Monorail Authority Board of Directors has indicated its intention to give further consideration to the issue of contracting out prior to making a final decision; and

WHEREAS, mass transit
continued on page 7

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The Month at a Glance

Executive Board Report

September 23, 2003

Executive Board Report
September 23, 2003

The following officers were present:

The following business was conducted:

Business of the Membership

At the September 2003 cycle of membership meetings the following business was conducted:

- Motion approved that Local 587 hold a referendum election within the next ninety (90) days to determine whether or not to merge the Metro/King County Part-time and Full-time Transit Operator seniority lists by adding the Full-time Transit Operator seniority list to the bottom of the Part-time Transit Operator seniority list, adding the Part-time Transit Operator seniority list to the bottom of the Full-time Transit Operator seniority list and placing all new hires on a single seniority list below the amended Transit Operator seniority lists. If this referendum vote is approved by a simple majority vote, the Recording Secretary is directed to comply with this mo-

tion within 180 days following the day the election is held.

- Motion approved to pay registration for up to three people for the FMCS Mediation Training to be held September 16, 17, 18, 22, 23 and 25, 2003, in Seattle, at a cost of \$400 each.

- Jefferson Transit members passed a motion changing their meeting time to 7:00 p.m.

The following members were September pot draw winners: David Crock at the Charter meeting, Lisa Carter at the morning meeting, Charlene Buckley at JTA. CTS pot draw winner was Don Beeman. Rolling CTS pot draw of \$175.00 was lost by John Musser. Next month's CTS rolling pot draw will be \$200.00.

Tentative Agenda

Membership Meetings:

CHARTER MEETING
Thursday, October 2, 2003
8:00 p.m.
IBEW Hall Auditorium
2700 1st Ave., Seattle, WA

MORNING MEETING
Friday, October 3, 2003
10:30 a.m.
IBEW Hall Auditorium
2700 1st Ave., Seattle, WA

JEFFERSON TRANSIT
Monday, October 6, 2003
8:00 p.m.
Port Townsend Rec Center
Port Townsend, WA

CLALLAM TRANSIT
Tuesday, October 7, 2003
7:00 p.m.
Vern Burton Memorial
Building, Port Angeles, WA

Among topics to be discussed:

Unfinished Business:

There is no unfinished business for the month of October.

NOTICE TO ALL MEMBERS

ATTENTION ALL LOCAL 587 MEMBERS

ELECTION

for

2004 INTERNATIONAL CONVENTION DELEGATE

Election of convention delegates to represent Local 587 at the ATU International Convention in 2004 shall be held in the month of October in accordance with the bylaws. The bylaws call for balloting by mail. Ballots have been sent out to the members' last known address. The ballots are due back in the Post Office Box by noon, Thursday, October 16, 2003 and shall be picked up from the Post Office Box at 12:01 p.m. by the Recording Secretary, in the presence of any observers and returned immediately to be counted in the presence of the membership. Election results will be posted upon completion of the count.

ATU LOCAL 587

News Review

Published monthly in Seattle.

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

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Transit Operator Position No. 4
Transit Operator Position No. 5
Transit Operator Position No. 6
Transit Operator Position No. 7
Transit Operator Position No. 8
Vehicle Maintenance Position No. 1
Vehicle Maintenance Position No. 2
Vehicle Maintenance Position No. 3
Facilities Maintenance
Special Classifications
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NINUS HOPKINS

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

WEINGARTEN RIGHTS STATEMENT

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

Letters to the editor

Letters/contributions must include signatures, work ID number, addresses and telephone numbers that can be verified during office hours. Letters that cannot be validated will not be published. All articles/letters are subject to editing and should be limited to 350 words or less. Not all letters can be published due to space limitations. Cut off date is the 15th of each month.

Send letters to:

Jennie Gil, Editor
c/o ATU Local 587

News Review

2700 First Avenue, Rm 204
Seattle, WA 98121

The Driver Is Always Wrong

By Executive Board Officer Bruce Tiebout

“YOU HAVE BEEN NOTED AS A new e-board member from Local 587; thus will be attending various accident appeals in the near future.” Thus, I received from Karen Holmes, KC/Metro Transit Safety, a document entitled *National Safety Council Guidelines for Determining Motor Vehicle Accident Preventability*. The following quotes from this four-page missive indicate Metro’s thinking on accident preventability:

Accidents at Intersections: “A professional driver has the responsibility to approach, enter, and cross intersections prepared to avoid accidents that might occur because of the actions of other drivers [including] excess speeding, crossing a lane in turning, and coming from behind a blind spot. Most accidents at intersections are preventable even though the professional driver has not violated traffic regulations.”

Accidents While Passing: “Unusual actions of the driver being passed or of oncoming traffic might appear to exonerate a driver involved in a passing accident; however, the entire passing maneuver is voluntary and it’s the passing driver’s responsibility.”

Accidents While Being Passed: “Sideswipes and cut-offs are preventable when the professional driver fails to yield to the passing vehicle by slowing down. If the professional fails to move to the right when possible, the accident also is preventable.”

Accidents Involving Lane Encroachment: “Professional drivers sometimes feel they have been a victim of entrapment when an accident occurs as another driver changes lanes. Usually, in accident involving lane encroachment, the professional has failed to yield to the other driver.”

Accidents Involving Opposing Vehicles: “Failure to signal the opposing driver by flicking the headlights, or sounding the horn should also be taken into consideration.”

Accidents While Turning: “At the first sign of a sudden turn [by another driver], your driver should take immediate defensive action. Failure to take all appropriate defensive action indicates preventability.”

Accidents Involving Passengers: “The accident also may be preventable even though the

These guidelines give the impression that the professional driver does not have accidents.

driver took emergency action to avoid a collision.”

Accidents Involving Pedestrians: “The professional driver must slow down in any area where accidents are likely to involve pedestrians.”

Accidents in Bad Weather: “Adverse weather conditions are not an excuse for involvement in an accident.”

Metro seems to want anyone they appoint to a review panel to follow these guidelines and go in thinking that the “professional” driver (who starts out earning a

meager \$38.77 per workday as a brand new Part-time Operator) has to be able to PROVE non-preventability (innocence). These guidelines give the impression that the professional driver does not have accidents. If there’s an accident in an intersection, you’re responsible. If there’s an accident while passing, you’re responsible. If there’s an accident while being passed, you’re responsible. If you “take all appropriate defensive action[s]” and a passenger falls, you’re responsible. By these guidelines, one would think that Metro should be at the Rodeo handing out preventable accidents to anyone who hits a cone.

Have you got the right stuff?

By Dee Wakenight

ANOTHER OPPORTUNITY IS AT hand. Are you going to take the plunge this time? Get involved; sign up to be a shop steward. Yes a lot of the work and time involved is your own, you will not be paid in money. You will gain invaluable insights into how Metro really works. You will be on the inside and able to make a difference for yourself and your co-workers. Who knows, the job that you save might be your own. Wednesday October 22, 2003 Local 587 will once again be holding Shop Steward training for first time Shop Stewards. We will be covering the basics of how to be an effective Shop Steward. This training will be open to all members of Local 587 who have signed up to be a Shop Steward and have **not** been through training before.

Training will be held in the IBEW building, at 2700 First Ave., in the Executive Board room. This is the room adjacent to the parking lot entrance on the side of the

building. We will begin at 9:00 am and plan on finishing by 5:00 pm. It will be a full day.

To sign up for this training, send a note to the Union Office, mail stop Local 587 or you may call the Union Office at 206-448-8588 and ask to be placed on the shop steward training list. If this is your regular day to work, you must request from staff at the Union office that you be detailed to attend. All such requests must be made before Friday, October 17 in order for details to be properly processed. Please remember it is your responsibility to check with the planner to verify that you have indeed been taken off your work to attend. Those for whom this is a regular day to work will be compensated timeloss by the Union. If it is your day off, there is no timeloss compensation as no work time has been lost and attendance at the training is not mandatory.

I hope we will see you there. Then we can see if you have the right stuff.

ARBITRATION UPDATE

- Kenny McCormick:** Grieved failure to follow FLSA requirements for travel time for board/report/ATL operators. Grievance being held in abeyance while issue pursued in court.
- Les Hoffman:** Grieved performance report regarding ADA stop-calling policies and procedures. Arbitration originally scheduled for July 23, 2003, but postponed due to settlement discussions. Arbitration rescheduled for October 16, 2003.
- Nancy Nowlin:** Grieved implementation of a part-time position in Vehicle Maintenance mid-contract, without consent of the Union officers. Arbitration held June 24th, 2003. Arbitrator ruled in favor of the union. Grievance upheld and now final.
- Ali Radboy:** Grieved termination due to severe accident. Arbitration scheduled held September 8th, 2003.
- Daniel Galstad:** Grieved termination due to overpayment of unemployment benefits. Arbitration held September 24, 2003.
- Al McMillon:** Grieved termination due to unexcused absences while out on L&I. Arbitration set for November 12 and 13, 2003.
- Kelly Venable:** Grieved disqualification from SIT recruitment process due to use of an earned benefit. Schedule pending.
- Janice Kennison:** Grieved termination from Seattle Personal Transit due to violation of company no-smoking policy. Schedule pending.

Letters to the Editor...

Who's Ultimately Responsible?

Several months ago I had a base chief ride my bus on a route 22 trip, who overruled a safety-related decision I'd made. This episode was fraught with questions of liability, authority, and safety.

I was taught by Instruction to load and unload passengers only in bus zones, except in rare instances where it's conceivably safer to let someone on, and to make certain that the right side of the bus is protected.

While I was paused at the stop sign S/B on 44th SW at SW Edmunds St., an old man walking with a cane approached the front door and asked to board. The right side of the coach was wide-open and more than a full car-width from the curb. There were no parked cars to block traffic, and I had intentionally left that side clear for anyone wanting to pass to turn right onto Edmunds. To me, this case in no way fit the criteria of an exception, so I refused to comply.

Then, from the back of the bus this base chief told me in a blasé voice, "Let him on." Although the man struggled and managed to board without mishap, the incident didn't necessarily pass without consequence.

I spoke with this chief later about the incident. I felt I needed clarification and direction. If this old man had fallen backward, landed outside of the doorway and been struck by a vehicle passing on the right, what then? No, the man didn't fall, but does the outcome determine the propriety of a decision? No accident, good call; accident, wrong call?

When I pressed for an answer the chief said that I could have enlisted aid from other passengers to block the right side of the bus from further traffic, or even

solicited assistance from people in the adjacent hardware store. To me this is the stuff of a nightmare, where a situation is getting progressively more out of control. I wondered what Safety's response would be if I had initiated this action on my own and there had been an accident: "Why in the world were you letting him board there in the first place!?"

The chief asked if I had checked the right mirror for oncoming traffic before letting the old man on (after he had ordered me to). That then begs the question: Did **HE** scan the area behind the bus for possible hazards before telling me to open the door? I don't recall him standing up, turning around and checking, but instead he lounged casually on the back seat and never turned his head. He airily ordered the man's admittance with no regard to any of the safety issues that we drivers are expected to consider.

If the man had been injured, could I really have counted on this chief to accept responsibility? No employee, including a base chief, would be likely to acknowledge culpability for a decision that resulted in an accident, especially a severe one, if they could claim plausible deniability. A base chief would know better than to ignore safety policy, right? Had this chief been a supervisor in uniform and sitting at the front of the bus, it would have been obvious to most anyone aboard that he had authority, and there would likely be witnesses to any orders given. But he was alone in the back of the bus in street clothing, appearing to anyone else as just another passenger telling a driver what to do. Does this not undermine operator authority? Anyone on the bus that day may have gotten the idea that they could casually tell any Metro driver how to perform their job. This incident sent a message. It certainly told that old man, and everyone else on board, that walking up to a bus anywhere and asking to be let on is worth a shot.

Another potential hazard in such a situation is the possibility that someone on the coach may have decided to get off when I opened the door. This happens, and a passing motorist or bicyclist (Section 8-48-I of The Book) would not be expecting it. I know that we have the responsibility to tell people to watch for traffic as they exit in any exceptional situation, but that's if we have the time to comprehend and respond to their actions. If a person does ask for permission to get off and I answer, "Sorry, no," they may well say, "You're letting him on here, why can't I get out here?" Answer: "Because it's not safe."

It's hard enough trying to maintain professionalism when other drivers' laxity with safety rules creates expectations from riders, but management shouldn't be contributing to the problem. People start thinking of Metro as the Fuzzy-Wuzzy Transportation Company, and not a professional system with rules and procedures. It's very unpleasant to be called an obscene name for not allowing someone to board or exit just anywhere, because when you drive for the FWTC, it's expected of you. This base chief's call in this situation reinforced that expectation.

Is this akin to a superior officer in the military giving a soldier an unlawful order?

I am talking about a situation where a driver is ordered to ignore a safety policy that could get someone injured or killed. Could I have overridden this chief? What are the limits, if any, on a

superior's authority? Of course, if the superior is willing to climb behind the wheel, I'd be amenable and even announce over the PA that, "This is my boss, and he's going to take control of the bus temporarily so as to override safety policy in order to accommodate this gentleman." Hrrmmm.

This matter nagged at me for some time. I kept thinking, "What if it happens again?" And not necessarily to me, but any driver caught in such a quandary.

And lest you think I've become 'professional' overnight, seventeen or so years ago one of my passengers remarked, "You're the most professional driver I've seen, and I'm going to write a nice letter to Metro about you." I wish he'd followed through (insert chuckle here.) Only last year, an ADA monitor commented favorably on my professionalism. Hey, I even expected fare from a girlfriend who rode my bus home from work on many a night. She was always the last passenger on the bus, and no one would have been the wiser if she hadn't paid. (Of course, I always made it a point to buy her a beer later.)

This isn't braggadocio; it's just the way I try to perform the job, but it sometimes feels as though one is swimming upstream in a river of insouciance. That river's source shouldn't include management.

John Sheirbon #3269
Central Operations

SEND IN YOUR OPINIONS

Letters/contributions must include signatures, work ID number, addresses and telephone numbers that can be verified during office hours. Letters that cannot be validated will not be published. All articles/letters are subject to editing and should be limited to 350 words or less. Not all letters can be published due to space limitations. Cut off date is the 15th of each month. Send letters to:

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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

Upcoming at ATU 587

OCTOBER 9 – Shop Steward elections for Metro/King County Transit Operators and Vehicle Maintenance, if needed.

OCTOBER 15 – Chief Shop Steward nominations close for Metro/King County Transit Operators and Vehicle Maintenance.

OCTOBER 16 – Ballots for the 2004 Convention Delegate elections due at the PO box by noon. Counting will occur immediately thereafter. Election results will be posted within 24 hours.

OCTOBER 22 – Chief Shop Steward elections for Metro/King County Transit Operators and Vehicle

Maintenance finalized wherever needed.

OCTOBER 22 – Shop Steward training, IBEW building, 9 a.m. to 5 p.m. Please watch your union bulletin boards for further information.

OCTOBER 28 – Executive Board meeting.

MV MEMBERS PLEASE NOTE: The bid for MV has not yet been scheduled but should occur either at the end of this month or the beginning of November. Please watch your bulletin board for further information.

Bush-o-nomics, Part II

by Alan Harvey and Marc Auerbach

CERTAIN PUNDITS AND POLITICIANS would have us believe that taxes are the spawn of evil imposed upon an innocent population by a blood-sucking government. Like us, you may not always agree with how our representatives spend the money or with how they spread the tax burden around. But without taxes how would you pay for roads, national defense, public education, retirement and disability insurance, police, parks, transit and so on? If you want public goods like these you must buy them with taxes.

If you want a house, you use a mortgage. If you want an automobile, you use an auto loan. If you want that new home theater system or the latest outfit, you probably use a credit card. Homes, cars and DVD players all have their price, which includes a profit for the seller. On top of that, the bank collects its profit – interest on the loan.

On the other hand, the government seldom charges the full value for its services. Can you imagine what a private vendor could make if he owned the interstate highway system? The police

force? Or if regulations were removed from utility rates? The natural monopolies — from utilities to airports — could extract quite a price in the free market.

This difference between market price and actual cost is a real savings, which benefits private consumers and businesses. Plus, there is no excess profit on the public borrowing. Public financing of the second Narrows Bridge saved taxpayers four hundred million dollars.

Politicians like to tell you that, “It’s your money.” As if you could expect to receive public services without paying taxes or as if you could have the same quality of life in some other place where taxes are minimal. If this were true, you could just move to Tanzania, Burma, or Columbia and live like a king. Or move to a state with lower taxes, say Mississippi, Louisiana, or Wyoming. Of course, if you move before retirement, don’t expect your good wages to follow you.

In some cases low taxes mean high costs. Take education, health care, drug treatment and other social services. By refusing to finance rational answers up front

through taxes, we end up with high-cost health care and broken down schools. And ultimately, we end up building massively expensive prisons as the only solution to our social problems.

Right wing radio and the Republican Party continue to preach the promise of something for nothing — as they hand the millionaires another tax cut. “Big Government and Welfare Mothers are to blame,” they tell us, as they slash the programs we are all counting on. Well, the millionaires aren’t worried about what will happen if Medicare and Social Security don’t survive the deficits now in the pipeline. In fact, Wall Street and Drugs R Us would love to solve the retirement crisis for you — for a small fee.

Yet another myth the anti-public services brigade peddles is the nonsense that tax cuts are always good for the economy. To the contrary, higher tax revenue often stimulates the economy because it results in higher public spending. The government is a giant consumer, employing the services of more than 20 percent of the population directly, and many

more indirectly. It does so by using virtually all its tax revenue plus the amount of its deficits. This keeps producers producing and workers employed.

On the other hand, tax cuts can depress the economy when they go mostly to a group who doesn’t spend them all (the rich). And even tax cuts that benefit regular folks may not have the stimulus punch of government spending. Local, state and federal governments buy goods and services from their own neighborhoods, while consumers may purchase goods from other states or nations, which does not benefit the local economy as much.

The bottom line is that government spending can provide positive energy for the economy. Antitax “bushwah”, based on the proposition that we will be better off economically if we cut public services so we can cut taxes, is wrong. Ours is an interdependent economy, and we can do real damage to our futures by settling for rhetoric rather than looking at the facts.

(Next time, the situation in Washington State)

Is There Value to a Labor Action?

By COPE Chair and Executive Board Officer Rick Sepolen

The following email was circulated within the last month:

BOYCOTT DARIGOLD!!

Over Labor Day weekend, Darigold unlawfully “locked out” 200 union dairy workers and fired another 60 drivers outright. The company did this so it could outsource union jobs to a non-union warehouse contractor, and to try to force their union workers to accept contract terms far below industry standards. Darigold management did this after experiencing double digit growth in 2003, with net earnings up 109%.

After reading this some of you will ask yourselves, “How can my actions affect the outcome of some silly labor action?”

Darigold has been experiencing phenomenal growth. They, the Darigold Management, are aware of boycott requests such as this. If they begin to experience a noticeable change in growth that coincides with this campaign, they

are going to pay attention. Whether it directly affects the negotiations, one can only hope.

What was that? What have unions done for you? Well, let’s just run down the list:

- Vacations
- **PAID** vacations
- Leave with pay
- Health/dental/mental plans
- Overtime
- Weekends
- Five day work weeks
- Occupational safety standards
- Raises
- Decent pay
- ...and on and on...

“But,” you say, “Employers wouldn’t think of taking away any of these ‘rights’ in this day and age.” Ha! Before the US Congress and Senate is a proposal to limit overtime pay. If you make \$425/week, nothing to worry about. Make more, and ask yourself if there is a hint of managerial responsibilities in your job description, and you might find yourself not getting the overtime you work

What have unions done for you?

- **Vacations**
- **PAID vacations**
- **Leave with pay**
- **Health/dental/mental plans**
- **Overtime**
- **Weekends**
- **Five day work weeks**
- **Occupational safety standards**
- **Raises**
- **Decent pay**
- ...and on and on...

so hard for. That, of course, is a very simplistic summary of the bill, but the facts are correct. Yes, they will attempt to roll back as much as they can.

Are you living in a right-to-work state? Do you like the “independence” this gives you? I would also, except that all too often, your independence comes on the back of unionized workers. Look around you. If your worksite were a split shop such as exists in San Antonio at Local 694, or Dallas at

Local 1338, or any other right-to-work state, when the organized workers make a gain, you too are “rewarded” for their efforts. I have to wonder what would come of “independent” efforts to gain additional wages and other work place improvements? Go ahead, give it the old college try and let me know what happens.

Will this effort have an affect on Darigold? Yes.

Thanks for listening.

Rick



Glen A. Travis

WHEN WAS THE LAST TIME you went to a union meeting? Confused by the happenings? Lost in the flow of business? Didn't know when to talk? Following along with the business of a meeting can be confusing if you don't know the order of business or how parliamentary procedure works. And if you don't participate, then business of your union continues without your input.

A few tips on parliamentary procedure could help demystify this process. The order of business itself is listed in the bylaws in Article XI, Section 1. Copies of the bylaws are available from the union office and can be easily obtained with a simple phone call to

our union staff requesting it be sent. While the list is long, most of it is either dispatched rather quickly, and some of it, such as nominations or installations of officers, do not apply at all meetings. A copy of the ATU 587 Handbook would also be helpful in figuring out the proceedings of a union meeting as tips on parliamentary procedure are included in the last three pages of the handbook. You can call and request a copy of the Handbook when you ask for your bylaws.

In brief, business at the meetings are conducted by making motions. In order to make a motion, the member should approach the microphone and be recognized by the Chair, who is either the President, or the Vice President in the President's absence. Motions are in order only when there are no other motions on the floor with the exception of a few privi-

leged motions. A motion should be as clearly and simply worded as possible. It must receive a second before it can be acted on. A member may explain the purpose of their motion after the motion is made. Motions can be withdrawn, with the permission of the second, only before a vote is taken. They can also be amended once it is seconded, and before it is voted on. For most motions a simple majority rules.

Here at Local 587 our monthly business consists of four meetings. The members on the peninsula pay the same dues as those in King County, and their dues go towards supporting the business of the local as a whole, therefore, unless it is something that 1) has no expenditure attached, and, 2) only impacts the members in a particular bargaining agreement, a motion must be presented and voted on at all four meetings be-

fore it is considered final. An example of a motion that would not have to go through the whole cycle would be the motion passed last month to set the meeting time for the Jefferson Transit bargaining unit. It only impacts their meeting, therefore it only had to be voted on there. Frequently questions of political endorsement or endorsements of resolutions over issues that are particular to the King County members are only voted on at the Charter and morning meetings, unless those endorsements contain provisions for a donation of funds.

Next month we will report further on some of the intricacies of what can happen to a motion once its put forth to a vote. Consider calling the office and requesting a copy of the bylaws and the ATU Handbook. The business you are missing out on is your own.

Thank you

By Dee Wakenight

WHAT DO THESE PEOPLE HAVE in common? Norma Appel, ATU Local 587 staff, Diane Travis, wife of Local 587's Vice President Glen Travis, Judy Johnson, on leave flight at-

tendant for United Air Lines, Dee Wakenight, Executive Board Officer for Local 587.

On Saturday, September 13, 2003, these women took the "Jump for Joy" to benefit the Sparrow

Foundation/Clubs, jumping from a Cessna 182 at an altitude of 13,000 feet. Diane was the only one of us who had ever done this before. It was a tandem jump, so we did not have a parachute, but we were hooked to someone who did. In the training we were told that we would meet our best friend in the entire world for 5 minutes, he would save our life, he had the parachute. I, for one, can hardly wait until May of 2004 when we will jump again.

The Sparrow Foundation/Clubs give money to kids terminally ill with Leukemia. Prior to the jump date we were all running around asking everyone for pledges. We were to try and raise \$1,000.00 for charity. I had sponsors who pledged anywhere from \$1.00 to \$130.00. The \$130.00 represented .01 per foot for 13,000 feet I was to jump.

I wish to express my deepest

thanks to those of you who sponsored my jump and to the labor community for their participation in sponsoring all of us. And for the record, contrary to what was rumored prior to my jump, there will not be a move up now on my work.



No moveup at South Base THIS shakeup!



The jumpers, Norma Appel, Diane Travis and Dee Wakenight and Judy Johnson share some last minute words before going up in the air.



Dee Wakenight comes in for a landing.



Local 587's front desk staff Norma Appel, Executive Board Officer Dee Wakenight and Diane Travis, Vice President Glen Travis' wife, pose for a picture after falling 1,300 feet out of a perfectly good airplane, to show nothing rattles them.



Jennie Gil

The Recording Secretary's Report

The Cost of a Poking and Prodding

By Recording Secretary Jennie Gil

LAST MONTH IT WAS REPORTED that legislation has passed requiring all CDL holders to carry a current DOT medical certificate at all times they are operating a commercial vehicle. This means we now have to have that DOT physical every two years, no more exemption.

It is advised that members be working on getting their DOT physicals updated as soon as possible. Generally folks go to their regular medical provider, and some have found ways to get this included as part of their regular physical. But not all providers will do that. One member called to ask where to go for such a physical if one's doctor could not or would not do one. Thanks to the diligence of one of our shop stewards who was in the office doing a different project this month, we did some calling around to get information on this. I was told that not all doctors are DOT-physical certified (is that anything like being qualified on certain routes or

equipment?) so not all locations would do a DOT physical.

The table in the shaded box below is an impromptu survey of several locations listed in the phone book that do DOT physicals, and how much they quoted our diligent caller for such a service. Local 587 does not in any way endorse any of the providers, nor do we guarantee that this is the hard and fast cost at each location. This information is provided as a general resource only, giving everyone a starting point in this endeavor.

The price, according to our "researcher" seems to decide how the doctor "codes" the physical when billing it. Because of new restrictions being put on the CDL drivers, such as lowering the allowable threshold for blood pressure problems, the DOT physical is becoming more complex and in many cases is requiring blood work that it did not require before. Some of those tests are expensive, hence the fluctuation in cost.

Wherever you chose to go, just make sure you get this done as

soon as possible. The fine is at least as much as the cost of the physical itself.

...the DOT physical is becoming more complex and in many cases is requiring blood work that it did not require before.

University of Washington Physicians	\$200 to \$400
Pac-Med Clinics	\$200 to \$250
Highline Medical Group	\$50 to \$75
US Healthworks	\$75
Virginia Mason	\$200 to \$400
<i>Swedish Medical Center does not do DOT physicals</i>	

Resolution, continued from page 1

service in Seattle has been provided by unionized public workers since 1919, when the private streetcar system was taken over by the City of Seattle due to poor service, lax safety standards, deferred investments, and frequent labor disputes; and,

WHEREAS, experience shows that contracting out of mass transit is generally accompanied by substandard wages and benefits, high turnover and reduced quality of service; and

WHEREAS, our community needs to preserve and create high-quality, living-wage jobs; and

WHEREAS, experience shows that the public's interest

in safe, high quality, low-cost service is best served by a publicly operated transit system; therefore be it

RESOLVED, that the King County Labor Council declares its support for public operation and maintenance of the Green Line monorail; and further be it

RESOLVED, that the King County Labor Council will work with interested affiliates to build support for public operation of the Green Line monorail based on policies that prioritize safe, efficient, low-cost and quality service, fair working conditions and maximum economic benefit to the people of Seattle and King County.

opeiu8aflicio

Retirees' Corner

Is there life after busdriving?

Is there life after busdriving? Many of our members leave service and get involved in various exciting ventures. Clallam Transit retiree George Baron put into his plan to attend his 50th high school reunion this summer. Only he wasn't satisfied with just going directly there, he had to take the "scenic tour". He and his buddy, Clallam Transit shop steward Jay Winters, set out on a mammoth adventure which started out last April. They cycled up the Mississippi River Valley from St. Francisville, Louisiana, to the headwaters of the Mississippi at Lake Itasca, Minnesota, and then biked over to Fargo, North Dakota, where George got on a train to head



George at Itasca

for his class reunion in Pennsylvania. George pedaled over 2,000 miles before he abandoned Jay in North Dakota. Brother Winters then pedaled the remaining 2,000 miles home on the Lewis and Clark, just making his sign-in time Wednesday last. Of course George was waiting for him in Port Angeles, wondering what had taken so long.

Union Shopping Tips for Union Products

Being a conscientious union-family shopper can be problematic. We frequently see "do not buy" lists, but Sister Shirley Walker wanted to give everyone something on a more positive note. The following list was distributed at the Washington State Labor Council Convention last month. We reprint it here as a resource for those who wish to make a conscientious choice in their shopping endeavors.

✓ DO BUY

**Spring is in the Air:
Think Union for Lawn and Garden
Needs, Sporting Goods and Vacations**

Among the unions representing workers in the manufacture and distribution of sporting goods, garden tools and equipment and general household tools are: International Brotherhood of Boilermakers (IBB); International Association of Machinists (IAM); International Union of Electronic, Electrical, Salaried Machine and Furniture Workers—the manufacturing sector of the Communications Workers of America (IUE-CWA); United Steel Workers of America (USWA); United Auto Workers (UAW); and United Food and Commercial Workers (UFCW); Some of the manufacturers listed below produce goods in the US and overseas. So it's best to check for a "Made-in-the-USA" stamp on the product.

Sporting Goods, Recreation Equipment

Baseball Bats and Golf Clubs: Louisville Slugger; Powerbilt

Boats: Aluma-Weld; Xpress; Riviera Cruiser pontoon boats

Boat Parts/ Accessories: ITT Jabsco; North & Judd (Brands: Anchor, Wilcox-Crittenden); Dare (boat ropes); Charles Rice (boat covers)

Camping Trailers: Coleman

Fishing Equipment: Big Poly

Fishing Tackle Boxes (& Automotive Floor Mats and Household Products): Rubbermaid

Fishing Rods & Reels: True Temper

Golf Club Heads: Callaway; Tommy Armor; Titleist

Golf Carts: Toro

Gym and Recreational Equipment: Roadmaster

Horse Riding: North & Judd

Hockey, Ski Equipment, Ice Skates, Snow Boards, In-line Skates: Bauer; Micron; Dauoust; Mega; Lange; Cooper; Flak, Hillerich & Bradsby Louisville hockey sticks

Life Vests: Kent; Boat Mate; Body Glove; Cascade; Connelley; Full Throttle; HO; ICONN; Jet Pilot; JOBE; Kawasaki; Kidder; Mobby's Motorcycle Stuff; O'Brien; O'Neill; SeaDoo; Ski Limited; Slippery When Wet

Boat Motors, Outboards: Evinrude

Photo Equipment: S/V



Pool Accessories: ITT Jabsco

Rifle Scopes, Scope Mounting Hardware and Iron Rifle Sights: Redfield

Tennis and Racket Balls: Penn

Scuba Tanks: Luxfer

Scuba Suits: Bare

Shooting Sports: Colt, Remington Arms (clay pigeons)

Swimming Pools: Clayton & Lambert

Gardening, Household Tools

Axes, Crow Bars, Hammers: Collins Axe; Cotter Axe; Craftsman; Warwood

Assorted Household Brushes: Osborn manufacturing marketed under name of Black & Decker, Compo Industries, United Abrasives, KD Tools, Pherd

Batteries: Ray-o-Vac (packaged alkaline batteries, heavy duty C, D and AA batteries)

Garden Accessories: Green Thumb, Yard'N Garden; Trail Blazer; Flex Be

Generators: Onan portable generator

Hand Tools: Armstrong Bros. Tool Co.; Blue Point; Central Tool; Cold Metal Products; Clauss Cutlery; Craftsman; Channellock; Cooper Industries; Hanson-Whitney; Gam; Huck; Klein Tools; Mac Tools; Mephisto Tool Co.; Rotor Tool; Sloux City Inc.; Snap-On; Stanley Tools; Sturtevant Richmond (Div of Reyerson); Union Fork & Hoe; Utica Tool Co.; Vermont American

Hardware (General): Lawrence Brothers;

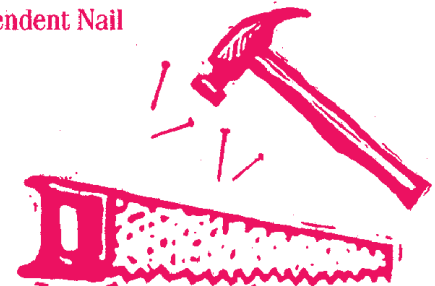
Household Electrical Parts: Eagle Electric



Ladders (wood and aluminum): Cramer Co. (Div of Olix); Keller; Reynolds; Raycan.

Lawn Mowers: Cub Cadet; Jacobsen; John Deere; Snapper; Lawn Boy; Outboard Marine Corp; MTD; Scott Fetzer; Toro

Nails (Finished-All Types): Independent Nail



Painting Equipment/Supplies: Dap Silicon Caulking—Dow Corning; American Tape Co. (masking tape, electrical tape); Red Devil; Hyde; Stanley Tools (scrapers, wallpaper cutters)

Paint Brushes, Rollers: EZ Painter; Masterset; Baker Master Painter; Maryland Brush; Gold Stripe

Paints/Stains: Samuel Cabot; Plextone Multicolor Paint

Plastic Storage Boxes: Buckhorn

Power Saw Blades: Huther

Rivets, Rivet Tools: Pop

Saws, Woodworking Products: Delta

Screws (Metal): Robertson; Service Supply (clips, screws, nuts and bolts)

Shovels: Ames

Staple Guns, Nails, Staples, Fasteners, Wire: International Staple

Vacations, Travel

Taking a Trip? Check:
www.unionvacations.com

Look for a Union Hotel:
www.hereunion.org/hotelguide/