

The President's Report

by Lance F. Norton



Transit Security A.T.U. Helps Secure Additional Funding

Our Amalgamated Transit Union has aggressively fought for a comprehensive transit bus security bill which would provide increased security in our public transportation systems nationwide. Finally on August 3, 2007 H.R. # 1 was signed into law.

This bill provides \$3.4 billion over four years for capital and operating grants to transit systems as well as an additional \$87 million over four years to over the road bus companies. In addition to using these grant monies for capital and operating expenses the costs of training employees in all aspects of security are included.

A few months ago I found out that public transit agencies are not

required by federal law to conduct criminal background checks on individuals applying for jobs. I called our employment office at Metro to find out if this was true and the answer I received was "Yes, it's true." Applicants must supply the names of previous employers and an abstract (5 years) of their driving history from the Department of Licensing but no criminal background check. On Metro's Employee application forms one must answer if they have been convicted of a crime, plead guilty, or been released from prison in the past 7 years. If the applicant is untruthful and checks the no box and after being hired the employer finds out somehow then the employee is subject to be-

ing terminated for falsification of a Metro document.

Under the new legislation all transit and over-the road bus companies are required by the Department of Homeland Security (DHS) to check all transit employee names against the consolidated terrorist watch list and to conduct an immigration status check on all employees.

For more information on the bill H.R. # 1 Transit Security please see the flyer sent from our A.T.U. International to each member or go to the ATU website: www.atu.org

Regards to all... Be Safe...

Lance F. Norton



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The Month at a Glance

Tentative Agenda

Membership Meetings:

CHARTER MEETING
Thursday, October 4, 2007
 8:00 p.m.
 The Labor Temple, Hall #8
 2800 1st Ave., Seattle, WA

JEFFERSON TRANSIT
Monday, October 8, 2007
 7:00 p.m.
 Port Townsend Rec Center
 Port Townsend, WA

MORNING MEETING
Friday, October 5, 2007
 10:30 a.m.
 The Labor Temple, Hall #6
 2800 1st Ave., Seattle, WA

CLALLAM TRANSIT
Tuesday, October 9, 2007
 7:00 p.m.
 Vern Burton Memorial Building
 Port Angeles, WA

Among Topics to be Discussed:

- Grievance and arbitration update
- King County Metro contract negotiations
- Tunnel safety concerns

Unfinished Business: None

Arbitration Update

- 1. Richard Paddon:** Grievied management performing bargaining unit work. Arbitration held in February, May and June. Decision pending.
- 2. Chrystie Beatty:** Grievied termination for alleged unexcused absences as a result of sick leave use without accruals in King County Metro's Rider Information section. Scheduled in September.
- 3. Edgardo Reyes:** Grievied one-day suspension for alleged inappropriate use of sick leave. King County Metro forfeited grievance by failing to schedule a grievance hearing within the contractual time limits. The issue before the arbitrator will be management's failure to implement the remedy sought following management's forfeiture of

the grievance. Scheduled in October.

- 4. LaMarcus Ford:** Grievied termination for alleged gross misconduct. Scheduled in December.
- 5. Bart Harris:** Grievied termination for alleged gross misconduct. Scheduled in January.
- 6. Alofa Valaile:** Grievied termination for alleged inability to work regularly. Scheduled in February.
- 7. Grace Johnson:** grievied management assignment of work out of classification at Clallam Paratransit Services. Schedule pending.
- 8. John Henry Jones:** Grievied termination for alleged gross misconduct. Schedule Pending.

Business of the Membership

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

- The membership voted to pursue the grievance of John Henry Jones to arbitration.

The following members were September pot draw winners:

Andrea R. Butler at the Charter meeting, Claudia Meadows at the Morning meeting, Pam Thompson at the JTA meeting, Ed Stanard at the CTS meeting. CTS rolling pot draw of \$50.00 was lost by Butch Sonnabend. Next month's rolling pot will be \$75.00.

Executive Board Report

September 25, 2007

All officers were present except Minority Affairs Officer Ray Campbell who was ill.

The following business was conducted:

- Motion by Dee Wakenight to recommend pursuing the grievance of Tammy Olander for the membership's consideration for arbitration.
- Motion by Jeff Stambaugh to recommend pursuing the grievance

of Vince Lee for the membership's consideration for arbitration.

- Motion by Lisa Thompson to set the Executive Board meetings for 2008 on the Tuesday of the week prior to the first Thursday of the month.

- Motion by Chris Daniels to recommend approval of the proposed bylaw change to Article VIII, Section 04 of the bylaws of Local 587.

In Loving Memory...

"The day which we fear as our last is but the birthday of eternity."

— Lucius Annaeus Seneca

Chalmer H. Peterson: Retired 50 year member passed away August 31, 2007. Brother Peterson was initiated into Local 587 August 01, 1942 and retired July 01, 1979.

James Robert Haala: Retired former member passed away September 03, 2007.

Clyde O'Keefe: Retired 50 year member passed away August 28, 2007.

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

ATU Local 587

News Review

Published monthly in Seattle.

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

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 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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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:

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

Workers who won't consider their history are destined to repeat it!

By Theresa Tobin, Claudia Meadows and Raymond Mason – C.O.P.E. committee members

Things are looking pretty good at METRO. There's a steady hiring of new operators. The part-time to full-time list is moving right along (less than 10 months) for now. Seniority looking good for those who have been here for awhile, some may get to enjoy the weekend in future picks and Union membership is increasing. Folks are getting their benefits (well, at least full-time operators) and making a livable wage. "It's all good..." right?

Well, let's take a look at this for a minute. Public transportation, public transit or mass transit consists of a system in which the passengers use a mode of transportation other than their vehicles. Generally it's the rail and bus service or other systems that carries the public such as the ferry.

Primarily, these systems by and large rely on government subsidy to supplement fare collections (see where I'm going?). The percentage of revenue from passenger charges known as the fare box recovery ratio, is just that, and does very little in regards to sustaining a viable and reliable public transportation system. And who decides what funding gets

allocated for public transportation (you get the picture)?

According to the Municipal Research and Service Center of Washington (MRSC) about 63% of transportation funds for counties in the state are generated from local revenue, 27% from the state, and 10% from federal sources.

In 1992 the Central Puget Sound Regional Transportation Authority (RCW 81.112.030) was created. This board consists of 18 members: State Secretary of Transportation, King County Executive and four King County Council members, Pierce County Executive and one Pierce County council member, Snohomish County Executive, Mayors of Seattle, Everett and Kent, and one City Council member each from Edmonds, Federal Way, Kirkland, Lakewood, Seattle and Tacoma.

As you can see the board is made up of mostly elected officials and/or government appointees. Hmmm..., aren't we responsible for putting these individuals in office? Yes, collectively through our vote we have the influence to hire and fire the powers that be, only if we Get-Out-The-Vote!

Do remember the 1980's? What administration was in office at the time? If you don't know, ask the air traffic controllers, I'm sure they'll refresh your memory — 11,359 striking air traffic controllers fired and permanently banned from federal service for seeking better working conditions and better pay.

Ok, let's bring it a little closer to home. How about our last gubernatorial race, it was a close one. Our governor was elected after the third official count turned the election in her favor by a margin of 129 votes. I wonder how happy AFSCME would be if the other guy won. Hopefully, it was a wakeup call for state employees. Hopefully! It was a wakeup call for working families in the state of Washington. Well if this doesn't get your attention, how about the easy passing of I-200 and I-776.

Now here's the deal. Since these elected officials and appointees, govern policy which impact our lives, we need to be on our "A-Game." Meaning that we need to do the research and find out who's aligned with us and our issues. Or, at the very least, who's not. That why, as working people, we need a

"strong" political program to educate us about the facts.

Like it or not, there are a lot of special interest groups with deep pockets out there. The way to play the political action game is to raise money. That's why the Committee on Political Education (COPE) is essential to ATU Local #587 union members and its cause. With respect to transit growth in this region, we are faced with a challenge today. We have an opportunity and obligation to ensure that all members earn a livable wage under good working conditions.

Now here's the pitch. You can play an important part in guaranteeing ATU's voice is heard loud and clear in Olympia, this next legislative session. All you have to do is show up January 29, 2008 for Lobby Day at our state capitol. Those of you who are unable to join us can continue supporting COPE with your financial contributions. As union members we all should ask the question; "where is Local #587 going today?" Or, better yet, where did we come from?

ATU COPE Supports Roads And Transit Initiative

By Darryl Estes, C.O.P.E. committee member

The ATU 587 COPE supports the ROADS AND TRANSIT initiative that will be on the ballot in November. We believe that this initiative is good for Washington's economy, workers in general, and for our membership.

Why should we support this initiative with our endorsement? First, it ties together funding for transit and road improvements. Washington voters and politicians have long been at odds over these issues, the result being detrimental deadlock, and nothing being done. Our highways are in disrepair and traffic is worse than ever. This will only increase in severity as our blooming growth continues. We need solutions beyond just building more roads or just relying on more transit. Our economy will fail as goods from our ports and industries stall in traffic jams. And yet, the fighting between factions continues. This initiative will challenge both sides of the spectrum with its "All or Nothing" approach.

Obviously, from our standpoint,

the transit improvements will be good for us. We *are* transit. We operate and maintain transit. This initiative will expand the light rail from 14 miles to over 50 miles. Since we will operate this light rail, we will have more work for our membership. It will also add more bus service throughout the region. Again, more jobs for us. In addition, the construction of the light rail line will create an enormous number of jobs in our community. Those workers will in turn bolster our regional economy, and that will be good for us all.

There is also, of course, the whole reason for light rail: mobility in our

region. We believe that light rail will greatly enhance the standard of living for all of the greater community by moving people quickly, reliably and safely to where they want to go around our region. The ever-growing traffic snarls rob hours from the lives of our citizens. This time sitting in traffic could be spent on productivity at work, doing the things we enjoy, and sharing time at home with our loved-ones.

But transit is not the only issue on the ballot. The initiative is a comprehensive plan which will also focus on choke points in our freeway system. Goods don't just move on rail

alone. Our region desperately needs to keep goods flowing on our freeways and highways in order for our economy to remain healthy. There are also many people who, because of location and other reasons, will not be served directly from transit. They will need to move about via our roadways. Transit cannot alone solve our mobility problems.

Yes, there is a big price tag on this initiative. 17.8 billion is nothing to scoff at. But, we believe that the cost of inaction is much greater. We believe that the improvements in The Roads and Transit initiative are necessary to the vitality of our economy and quality of life. We also believe that it is good for our membership in terms of jobs. We think that this initiative will further aid us as transit workers to continue to give back to the public the fruits of our labor, that being safe, reliable mobility throughout the region.

For more details about Roads and Transit proposition 1, log on to: <http://www.YesOnRoadsAndTransit.org>

Not A Good Idea

By Paul Griffin

At the October 2007 meeting cycle we will be voting to modify the By-Laws. The proposal is to change from our current voting system of voting in person with a primary and general election. Our current method assures the maximum number of members an opportunity to vote with the least amount of potential errors. Our system works so well the Department of Labor representatives have said on more than one occasion they wish other local unions would adopt our practice.

One of the major selling points would be to compare our expense of elections to the cost at the Portland local which uses a one shot mail in ballot system. NOT a good idea for us. The Portland local has about the same number of members and it is spread out over several cities and has different logistical problems we do not. Further, there is the argument that a mail in ballot will save money based on what Portland reports that they spend. There are two problems there. They have to keep doing their election until they get it right. And

what they report as the expense is not fully representative of what it costs.

At any given moment at least a quarter of the addresses of our members are not their current correct mailing address. This would eliminate a lot of members from the opportunity to vote at all. In addition, a good many members consider any mail from the union to be "junk" and throw it away without opening it. We solved the problem of members on vacation with "pre-polling." In person voting happens on a specific day and it is not a surprise when it is time to vote. We have made it so easy members don't procrastinate.

In conclusion, Local 587 is not strapped for money and has no need to "economize" by going to mail in elections. We have no need to break with our long tradition and throw out a voting system that is the envy of other locals. I encourage members who care about the future of our local to attend the October meetings and vote "NO" on the By-Law proposal.

A Good Idea Whose Time Has Come

By Chris Daniels Election Review Committee Chair

There is no question that mail-in balloting is the wave of the future. 36 of Washington's 39 counties now vote exclusively by mail. King County still maintains poll sites but has plans to switch to all mail elections in 2008. But "everyone in the neighborhood is doing it" is not a good enough reason to switch from a system that works. A question to ask: Is it really working?

Turnout for the last few years for Officer Elections has been anemic (under 50%). Admittedly, some people just don't care about union issues and won't vote, no matter how it's put to them. But mail-in balloting has been shown to improve voter turnout across the board. Lots of our members are on vacation, L&I, maternity leave, disability or are retired. For these people a handy ballot in the mail might be the one thing that could get them to vote regularly.

A fear some members may have is that the Union may not send the ballot to their current addresses. There is a simple solution to this concern. Make sure the Union has your correct address before the election. If you haven't ever received mail from the Union at your current address, call (206) 448-8588 to verify. Those members unwilling to provide the Union with their current address would be choosing to opt out of the election process.

As an aside, members who do not notify the Union of a change of address within 30 days are subject to a fine (Bylaws Article IX, Section 4) though small and rarely collected.

Another concern some of our members may have is that they might throw out the ballot as "junk" mail. Another simple solution. Don't do that. The Union will make this easy by printing "official ballot" on the envelope. Members who deliberately throw out a letter from their union so labeled are ex-

ercising their right not to vote.

Ok, now about the money. Last officer elections the Union ended up spending over \$125,000. This was spent on tellers (poll workers), ballots, tabulation and election challenges. The Union has received a bid to do our primary and general elections for under \$30,000. That's over \$90,000 every 3 years that the Union could save by changing how we vote. That's money the Union could use to put a down payment on an office building, or to fatten our war chest for a vicious negotiations Arbitration.

The Union would still have to pay some election costs, such as producing the Voter's Guide, but they would be drop in the bucket compared to the massive savings.

While I'm at it, I'd like to correct some misinformation that some of our members have been getting.

- *The Union is basing its estimation of mail-in costs on a bid to another, not comparable union local.* Wrong. The mail-in cost estimate is from a bid made to Local 587, taking into account our specific election needs.

- *The Union is dumping the primary election.* False. The Bylaws proposal only changes where the members vote.

- *More people vote using the current system than would vote using a mail-in ballot.* Unlikely. Both Washington and Oregon have reported a 15% increase in voter participation after switching to mail-in ballots. A survey in Washington and Montana indicates that 90% of those who were mailed ballots prefer it to on-site polling.

So, the purpose and likely outcome of this Bylaw proposal is to increase voter turnout and to save money. The Union needs to be a responsible steward of its electorate and its resources. Please vote Yes on the mail-in ballot Bylaw proposal.

Bylaws Proposal II: Stop the Madness

By Chris Daniels Election Review Committee Chair

Many ATU 587 members recall with distaste the nominations Charter meeting of 2006, where an outdated elections rule was used to gum up the nominations process with frivolous nominations. It is now long past time to change our Bylaws to reflect common practice - one nomination per candidate.

A survey of 15 ATU locals' election rules turned up no cases of multiple nominations.

Simply put, the Bylaws proposal would prevent members from accepting more than one nomination at a time. This would end the need for a Declination Meeting, during which

nominees decline all nominations except the one they want.

Why have a special meeting just for the candidates to do what they should be doing at the nominations meeting?

This Bylaw proposal would also prevent members getting put on the ballot without their consent. The new rule requires that a candidate accept the nomination in person or in writing before being placed on the ballot.

Please vote for this new bylaw that would reduce needless duplication and would require the nominations to be conducted fairly and expeditiously.

**TRANSIT WORKERS
VOTE PRO TRANSIT**

**YOU WORK FOR \$\$
PUT YOUR \$\$
TO WORK
DONATE TO C.O.P.E.**

Driver's Seats: An Apology, Some Clarification, Some Thanks

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

To begin, I apologize to the Local 587 employees in VM for my previous article. It was not my intention to suggest that Local 587 employees are responsible for the problems drivers have been experiencing with the driver's seats. I've talked with a few of those employees about the article in order to understand what they were upset about, and have extended my apologies in person to them. I also have heard and understand some of their frustration in being involved on the receiving end of recent drivers' complaints.

I was surprised when I first heard some people were upset about my article, particularly because a number of drivers and supervisors shared with me their appreciation of expressing the frustration drivers have been experiencing. It did not occur to me that I may have suggested Local 587 employees are responsible, because at the time of writing my previous article, it was unclear to me the full scope of what was contributing to the problem. Comments such as, "VM, please take our writeups seriously," were not meant towards Local 587 employees specifically. They were meant as a general plea, to the VM section in its entirety, top down starting with Jim Boon, and as a "If the shoe fits, wear it, if not, it's not directed at you." I have found virtually all of my interactions with Local 587 VM employees pleasant, informative, and constructive. But upon re-reading my previous article, I can certainly see how my language implied otherwise, and I apologize for that implication. I

included such comments late in my editing process as a lead-in for what was my intended follow-up article, and those comments were not well thought out. I will attempt to be clearer in my language in the future (such as my present use of specifying "Local 587" employees as opposed to employees in general).

My intention was that this follow-up was going to explore some of the sources of the problems. I had some information about the process that I wanted to learn more about from VM employees, and was going to write about that. I was therefore pleased to see the excellent article written by the Upholsterers. It was extremely informative, and did a much better job of conveying information than I possibly could have done through my own research. I don't work in VM, so I can only know what I've been told. If I haven't been told something essential, everyone loses out. For example, my previous research revealed a seemingly inadequate supply of spare-part fully refurbished driver seats at the bases as a large part of the problem. But until a week after I wrote the last article, no one had mentioned to me the Upholsterer's role in fixing driver's seats! For this very reason, I have asked Local 587 VM employees in the past if they'd be willing to write articles for the *News Review*. I hope we continue to hear their information and perspective on issues that affect both VM and Operations.

The Good and The Bad

The situation regarding the driver's seats has been very frustrating

for me and other drivers. I don't experience back pain outside of work, so right now it strikes me as part of my job description. I have written up driver's seats that Mechanics agreed needed to be replaced, yet weren't for several weeks. The Upholsterers indicated in their article some of why this happens. We don't have enough spare busses, and driver's seats do not fall under the same safety standard as other maintenance issues. This suggests Metro policy is that it's okay to compromise *driver* safety as long as *passenger* safety is not compromised. If there aren't enough spare coaches, wouldn't it make sense for Metro to hire additional Mechanics to complete repairs? Though, as mentioned above, my previous research also indicated that there may be an inadequate supply of components stored at the bases. The Upholsterer's article describes another case of this with the 3" x 4" seat bases. I'll admit I'm confused by this. If we don't have enough coaches, don't have enough Mechanics, and don't have enough parts, what exactly is going on with our VM budget? I hope this isn't a case of the Pentagon's \$600 toilet seat...

Some areas of Metro, however, have been very helpful in dealing with the situation. At the top of the list is whoever decided to hire the on-site Physical Therapist, Danielle Vernon of PreCare. I have spoken with Danielle several times, both about my personal situation and the larger issues of driver's seats in general. I find her to be extremely knowledgeable, professional, and capable. It is clear to me that she un-

derstands ergonomic issues specific to our job as drivers. If anyone is experiencing work-related physical problems, I highly recommend calling her to discuss those problems. She can recommend stretches tailored to your needs, give specific information on size, density, and placement of foam wedges (which, unlike "a bed pillow", specifically and correctly address postural concerns), and offer other solutions as needed. The Operations Base Chiefs and Supervisors also seem to be attempting to pick up the budgetary slack. Unfortunately, most of this help is addressing the symptoms, not the cause. For that, the Safety Officers have been advocates for the drivers in getting to the root of the issues.

I would also like to add the Mechanics and Upholsterers to that list. Despite my having upset them with my previous article, and frustrating them with a large number of work order requests (some of which they have found questionable), these Local 587 employees have continued to demonstrate a high level of integrity and a clear interest in working together to resolve issues. If you feel there is a maintenance request that hasn't been resolved the way you'd expect, consider going to VM and asking them about it. I think that as long as you do so in a respectful manner, most Local 587 VM employees will be happy to discuss the issue. Those I've spoken with seem to take a lot of pride in their work, and seem very dedicated to understanding, finding and fixing the problems. And I am grateful for that.

Upholstery (Vinyl Vs. Fabric Commentary)

By Alex La D. Barbra, Atlantic Base

Have you ever looked at your work seat, before you actually sat on it? Have you noticed the smell, the stains? Not to mention the unseen ever present germs!? More than just the idea that a porous fabric will collect sweat and such. Thereby contributing to a level of sanitation unacceptable in any trade. **We** that have to sit on them and know that these seats are not shampooed ever. **We** that are aware that for the most part these seats receive but a spray of whatever disinfectant with sweet smell happens to be available. **And we**, that are truly aware of the fact that hundreds of operators have sat on them, hundreds of stories and hundreds of accidents, and hundreds more will sit on them. Have to notify management that these porous fabrics, **may look soft and fuzzy**, but are **not sanitary!!** With an added disadvantage to these materi-

als, because of an inherent surface traction caused by **fabric texture**. This trait facilitates the transfer of vibrations from the backrest to the driver's back. Unlike smooth, nylon or leather coverings that would brush away these vibrations by virtue of a sleek surface. This key dynamic has not been considered, and yet must be looked into. Because during the course of a working day a driver will bounce, jolt and vibrate vertically, a tremendous amount of times. And whatever we can do to reduce this **friction** to the back muscles has to be considered a plus. The older seats, made with heavy vinyl offered a much better option in sanitary performance and lesser friction transfer. **So, we have to ask... How can a seat be made for so many drivers of a material that is absorbent? This is plain nonsense. We have to wage the health risks in such a circumstance, because**

these seats are nuthin' but collectors of sweat, grime and germs. I spoke about this issue six years ago. Perhaps now, with some experience to reflect with. More folks will feel likewise. Thank you.

So, what are we to do next!?

To begin with we can set a moratorium on the purchases of new driver's seats. **A panel can be set up** to make the proper choice of a seat. And the drivers must be present in the process as majority partners. Because **we are directly affected** by such a decision. Also the option of a re-upholstery of already in use seats should be considered. And the system that produced this **ridiculous present choice** of seating must be **taken out** of the equation. **While a new perspective and progressive force**, based in **common sense**, and **practical know-how**, takes command and runs the operation right!

Additionally we should look into some of these replacement steering wheels. You know the ones that I am talking of. Those made of spongy or grooved rubber, the ones that leave your hands full of greasy sweaty grime by the end of your shift. These steering wheels that are impossible to wipe clean because of their porous make-up, are nothing but a cesspool of germs and should not be in our buses. We deserve a clean working environment! This is an important issue. **It touches all of us** drivers and should be treated accordingly. We respectfully demand a solution to this problem. The proper thing to do. Why? Because we deserve a clean working environment, OSHA and the Health Department have their standards of practice, let us apply those. And let's face it, we deal with enough sickly patrons while on the road, the last thing that we'd need is unsanitary equipment on top of that.

Letters to the Editor...

Solidarity Forever

Dear Editor,

As a member of the 2004 ATU Local 587 Metro contract negotiating team, I take exception to one sentence of the piece in the September 2007 Newsletter entitled "Put Wheels on the New ATU 587 Contract." Let me say further that I agree with and support the message that this piece attempts to convey, that more meaningful member participation makes for a better contract.

Back to the offending sentence. I was proud of our work on the last contract. At a time when other King County contracts were being signed for a maximum 2% COLA (Cost of Living Allowance), we got a guaranteed minimum of 3%. Even though Metro management had strong concerns about the sick leave policy, they agreed to let the rest of the contract be implemented while we continued to negotiate. This resulted in the first contract ratified by the expiration date that I can remember and nearly three years of 'status quo' for a very popular policy. Our members appreciated our efforts and ratified this contract handily.

Negotiations were very productive with wages & sick leave decided early. In my constituency (Special Classifications) we were able to remove the second probationary period upon moving from part-time to full-time, as well as adding language allowing for telecommuting. Just read your contract from page 169 to 219. These are the changes to Metro's status quo that we negotiated.

Solidarity is not just a word. I didn't like the sentence in question because it turns a positive, pro-union message into a divisive, rank-and-file vs. union leadership diatribe. Why did this sentence's authors choose to associate distrust of our elected leadership with better wages and benefits? Why, when we most need to unite, did they write:

"Remember the last contract Metro got their status quo what they wanted and never negotiated."

I join the authors of "Put Wheels on the New ATU 587 Contract" in encouraging our members to get involved and participate in a process that will affect their lives. I also ask our members to get the facts and to resist attitudes that can divide and conquer us.

*In solidarity,
Chris Daniels
Executive Board Officer for
Special Classifications*

Victimizing the Victim

Dear Editor:

I am concerned about the ramifications of the arbitration case presented at the September morning meeting. In short, Metro fired a driver for allegedly assaulting another driver.

The arbitration brought before the general membership was narrowly framed as to whether Metro was just in terminating an employee even though there were no witnesses to the attack.

The alleged victim courageously stood before the membership and stated that without provocation she was hit in the head by another driver.

However, because of the constricted manner in which the arbitration case was presented the testimony of the alleged victim was essentially irrelevant. The membership was pigeon holed to decide whether Metro can fire one employee based on the unsubstantiated claim of another.

Given the alleged victims compelling account, corroborating statements by other drivers and the failure of the alleged perpetrator to come before the membership this appears to be less of a "he said; she said" scenario and more of a "she said; he did" crime.

Consequently, ATU's attempt to provide due process for a union brother may have unwittingly perpetuated the victimization of a union sister.

This should serve as a wake up call that we need to put our own house in order. ATU should consider a dispute resolution or some other in house mechanism to prevent member on

member violence.

In the spirit of "all for one, one for all" we as a union family all lost on this one.

*Sincerely,
Joe Kadushin
Ryerson Base*

Operating While Paranoid

Dear Editor

Insidious (in-sid-i-us) adj: Spreading or developing or acting inconspicuously but with harmful effect, and insidious rumor.

Insidious. This is how I describe Metro's process for customer feedback. Customers are able to register complaints or compliments about transit service via telephone, email or they can leave comments on the Metro on-line website. Customer comments about a transit operator generate a "See Me" instructing the transit operator to visit with his or her base chief.

The deductive methods used by Metro for identifying transit operators on their routes are flawed and unreliable. I am convinced that I have been wrongly identified by complaining customers on several

occasions. Most recently, I was accused by a complaining customer of operating ahead of schedule, not stopping at a zone and talking on my cell telephone. Well, I am a notorious slow and cautious driver (brand new Extra-Board operator) which almost always causes me to be behind schedule and I never...never... NEVER! operate a METRO coach while talking on a cell telephone. Not only do I have to suffer the embarrassment of being accused, I have to meet with my base chief to prove my innocence. All I have to take into the meeting with my base chief is my integrity and God as my witness. I am sure the base chiefs "have heard it all before" and to their credit they have been very understanding and sympathetic to my position on all occasions. However, the customer feedback system, as it exists, is a tool to damage the careers and reputations of innocent people. I want to succeed here at METRO and yet I am ambushed by customers filing complaints using a faulty system.

The irony here is that I was called on the radio by the coordinators while I was exiting the Viaduct at Seneca Street and was instructed to go see my base chief (to discuss the above mentioned customer complaint) after completing my morning tripper. Talking on the phone. Hee Hee.

*Stanley McKie
Central Base*

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

Proposal To Change Bylaws — Article VIII, Section 4

Submitted by Financial Secretary Paul Neil

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

ARTICLE VIII, Section 4 – Duties of Officers

Current Language

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

to the Financial Secretary/Treasurer in writing.

Proposed New Language:

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

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

SEND IN YOUR OPINIONS

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

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

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

Those Pesky Critters

By Efen Villanueva

AHH, those pesky critters we call pedestrians. I won't lie to you, when I do a 'road relief' I sometimes walk when the flashing red "DON'T WALK" comes on. But, I do look both ways before proceeding. Some say I'm a professional driver because I have a CDL. What about a WL (walking license), a 4-hour course on how and when to cross the streets. Okay folks, when the light turns green run to the pole across the street, don't think about anything else, don't let loose of the other person's hand till we cross. Freeze when you see the flashing "Don't walk" sign. What's wrong with that?

I remember driving route 5, Eastbound Pike Street at 2nd avenue. The light had turned yellow from the north to south direction;

the "DON'T WALK" sign came on and appeared to be lingering for an extended period of time. I was anxious, I was supposed to be at 3rd and Pine right now and determined to remain on schedule. My foot was on the brake pedal and itching to slam the gas, "Okay, the light turned green my direction," released the foot brake, front end of the coach raised, just then, damn it, a wheelchair on the right front corner of my bumper, shielded by the "fare box" jammed the brakes. WHEW. Boy, that was close. I heard a voice from the wheelchair person, "I'm sorry." Boy, if only I could say my thoughts, he'll get a few thoughtful insulting words, instead — "Have a great day sir."

Here's what Washington State courts say, WAC 132E-16-040 — Pe-

destrians Right of Way, stopping for pedestrians. The operator of an approaching vehicle shall stop and remain stopped to allow a pedestrian to cross the roadway within a crosswalk marked or unmarked when the pedestrian is upon or within one lane of the half of the roadway upon which the vehicle is traveling or onto which it is turning.

According to the 2004 national highway fatalities:

1. There are 5,900 pedestrian deaths from traffic related injuries.
2. A pedestrian is injured in a traffic related accident every 5 minutes.
3. 46% of pedestrians' deaths occurred between 6pm and midnight.
4. Pedestrian injuries and fatalities result in \$20 billion societal costs.

I went to my favorite place — the Tacoma Law Library. Here are some of the relevant cases:

Pudmaroff vs Allen June 3, 1999, Pudmaroff was a bicyclist who com-

menced action against the driver, Allen, whose automobile hit him while he was in the crosswalk. Supreme Court Judge Talmadge held that the crosswalk protection enjoyed by pedestrians extends to bicyclist, RCW 46.61.755. You can imagine that Pudmaroff requested attorney fees and other compensation from Mr. Allen.

Here are other cases:

Guillen vs Pierce County on August 6, 1999 — Pedestrian hit by a private vehicle.

Bennett vs City of Seattle, March 31, 1945 — where Bennett was hit by a City bus.

Jurisch vs Puget Transportation Company, July 26, 1927 — Pedestrian hit by bus.

Gunshows vs Vancouver Tour, April 4, 1995 — A pedestrian killed by a bus.

Contrary to most, ours is not an easy occupation, people can't wait to litigate against the county and undermine our livelihood. Watch out for "those pesky critters." It may mean our jobs.

Be Safe



Sat. Jan. 13, 1962
**Maybe We'll Call 'Em Mononauts:
 Fair Trainmen Worry
 About 'Space Man' Look**

Coach Awaits Shipment To Seattle

FRONT COACH of monorail car bound for Seattle World's Fair, shown on quay of the harbor of Bremen, West Germany. First four-car train will be shipped to New York City and carried by freight cars to Seattle, arriving early in February. Testing on monorail here scheduled to begin late in February.

—(Associated Press Radiophoto.)

BY JACK JARVIS

OPERATING a monorail train is going to be a bus driver's dream. No traffic cops, no women motorists, no pedestrians, no fares to collect, no transfers to is-

sue!
 But there's one thing that's worrying some of Seattle Transit System's drivers who may be assigned to the two monorail trains. They'll wear blue and white coveralls that'll make them look like spacemen. Some of the drivers think the uniforms are a little too much out of this world.



But that's not the main problem. Bus drivers now wear their uniforms from home to the point where they board the trolley coach or bus they'll drive.

CAN YOU IMAGINE a bus driver riding downtown as a passenger while wearing this "space suit?"

Augie Antonio, business representative of the Street Car Men's Union, said there may be some place regular operators will be able to change, but it's going to be

a bother for the "tripper" who works just a short shift.

"If operators will wear the blue and white coveralls, what will supervisors wear?" a supervisor asked Augie.

"A plastic space helmet to shut out the comments of his friends," Augie said.

Augie said tentative plans call for the trains to run between 8:30 a.m. and 2 a.m. In slack periods, only one train will be run. The 1.2-mile run between Westlake Mall and the fairgrounds will be made in 95 seconds and with loading time added, a round trip will be made about every six minutes.

THERE ARE NO loops at either end of the line, so each train will remain on its own line. And each train will carry two operators, one operating it northbound from the north end of the train, the other operating it southbound from the south end of the train.

"Like running an elevator, except that it'll be horizontal," Augie quipped.

TRANSIT'S monorail

crew will consist of between 15 and 20 men, including both operators and supervisors, Augie said. The Street Car Men's Union which has had a special monorail committee working with the Transit System for several months, will meet next week with Transit officials to work out all the details.

There'll be no tickets sold at the monorail terminal at the Westlake Mall. Fares will be collected at the north end of the line, where the "tracks" (construction men call them "beams") curve in just north of the Space Needle.

YOU'LL PAY your single fare there and go on into the fairgrounds (paying the regular admission price to go in) or pay for a round trip and get right back on the train that took you out to the fairgrounds.

A number of Transit drivers have said they'd like to operate the monorail trains. Maybe there's a long-suppressed desire there. The monorail trains, one red and one blue, will reach a top speed of 65 miles an hour

October Is National Breast Cancer Awareness Month

Many of our lives have been touched personally by breast cancer. Some of us, like me, are breast cancer survivors. Others know and love women and men who have had breast cancer. Please send your best thoughts and lend a hand to those among us who are battling this scary disease right now. Take a moment to remember those who did not survive.

We can act to fight this disease. We can include the fight to find a cure in our charitable giving. And we can protect ourselves. Don't put off your self exams and doctor exams. I survived because my cancer was detected on a mammogram. So, ladies, get those mammograms regularly—we love you and want to keep you with us!

Linda Anderson
 Executive Board

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

Proposal To Change Bylaws — Article XII, Section 1, 9, 12

Revised pursuant to a September 19, 2007 ATU constitutional amendment – both this ‘Mail In Ballot’ proposed bylaw change and the ‘Nominations’ proposed bylaw change will be voted upon at the November cycle of Union meetings.

(Mail In Ballot Bylaw Change)

Submitted by Executive Board Officer Chris Daniels for the election review committee

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

ARTICLE XII – Election of Officers

Current Language

Section 1. The election of officers for Local 587 shall be held in the month of June and three (3) years thereafter on a payday on or before the 25th day of the month. The regular three (3) year election of Local officers shall be by the primary system. Nominations shall be held at the meetings of the Local in the month of April. The primary election shall be held on the first payday of the month in May and the final election on the first payday of the month in June. Ballots shall be counted as provided in Article XII, Sections 7, 8, 9 and 10. Balloting must be held at polling places specified by motion at the nominations meeting in the Local in April.

- (a) The Executive Board will determine the appropriate hours of balloting for each designated polling place so as to accommodate the members to the greatest degree feasible. They shall also determine the number of tellers to be appointed to each designated polling place. The tellers' duties shall be to see that the election is conducted in a fair and honest manner.
- (b) There shall be an Election Committee, consisting of three (3) members plus two (2) alternates, reporting to the Recording Secretary. Its duties would include election security, vote tabulation, and production and distribution of the voters pamphlet.
- (c) Nine (9) days before the primary election in May and nine (9) days before the final election in June, members may vote at the union office. The ballot box will be sealed as provided in Article XII, Section 9 until the last polls close.
- (d) Counting of ballots shall be supervised by the Recording Secretary and at least one member of the Elections Committee in the presence of the membership.

Section 2. If any officer fails to qualify within three (3) successive meetings, unless prevented by illness, his/her office shall be declared

vacant and his/her successor shall be elected.

Section 3. Members to be eligible for any office or for delegate shall have had at least two (2) years continuous membership and must be a member in good standing having paid all initiation fees, dues and assessments in full.

Section 4. If under Section 3, no member is eligible then all members in good standing will be declared eligible.

Section 5. Members to be eligible to vote for officers at any regular or special election must be members in good standing.

Section 6. The Financial Secretary/Treasurer will keep a strict record of attendance at meetings.

Section 7. All elections shall be held in compliance with the Constitution and General Laws of the Amalgamated Transit Union, as amended, and in compliance with the Labor Management Reporting and Disclosure Act of 1959 (Landrum-Griffin Act of 1959), as amended.

Section 8. All ballots must be approved by the Executive Board.

Section 9. It shall be the duty of each teller to see that the ballot boxes are sealed when the election is closed and that each teller writes his/her name across the seal which shall bear the seal of the Local and immediately deliver non pre-polling ballot boxes to the location specified for counting the votes where counting will begin when the last polls close.

Section 10. No officer of Local 587 shall hold office in any organization that is in conflict with the Constitution and General Laws.

Section 11. No member shall accept the nomination for more than one office, excepting in cases where the two offices may be held at the same time.

Section 12. The name of the member making the nomination shall be made a matter of record.

Section 13. Printed instructions shall be furnished to all tellers.

Proposed New Language

Deleted Language in ~~Strike through text~~: New Language with change in **Bold & Underlined**.

Section 1. The election of of-

ficers for Local 587 shall be held in the month of June and three (3) years thereafter on a payday on or before the 25th day of the month. The regular three (3) year election of Local officers shall be by the primary system. Nominations shall be held at the meetings of the Local in the month of April. The primary election shall be held on the first **King County Metro** payday of the month in May and the final election on the first **King County Metro** payday of the month in June. Ballots shall be counted as provided in Article XII, Sections 7, 8, 9 and 10. ~~Balloting must be held at polling places specified by motion at the nominations meeting in the Local in April.~~

~~(a) The Executive Board will determine the appropriate hours of balloting for each designated polling place so as to accommodate the members to the greatest degree feasible. They shall also determine the number of tellers to be appointed to each designated polling place. The tellers' duties shall be to see that the election is conducted in a fair and honest manner.~~

~~(b)(a)~~ There shall be an Election Committee, consisting of three (3) members plus two (2) alternates, reporting to the Recording Secretary. Its duties would include election security, ~~vote tabulation,~~ and production and distribution of the voters pamphlet.

~~(c)(b)~~ ~~Nine (9) days before the primary election in May and nine (9) days before the final election in June, members may vote at the union office. The ballot box will be sealed as provided in Article XII, Section 9 until the last polls close.~~

~~(d)(c)~~ Counting of ballots shall be supervised by the Recording Secretary and at least one member of the Elections Committee in the presence of the membership.

Section 2. If any officer fails to qualify within three (3) successive meetings, unless prevented by illness, his/her office shall be declared vacant and his/her successor shall be elected.

Section 3. Members to be eligible for any office or for delegate shall have had at least two (2) years continuous membership and must be a member in good standing having paid all initiation fees, dues and assessments in full.

Section 4. If under Section 3, no member is eligible then all members

in good standing will be declared eligible.

Section 5. Members to be eligible to vote for officers at any regular or special election must be members in good standing.

Section 6. The Financial Secretary/Treasurer will keep a strict record of attendance at meetings.

Section 7. All elections shall be held in compliance with the Constitution and General Laws of the Amalgamated Transit Union, as amended, and in compliance with the Labor Management Reporting and Disclosure Act of 1959 (Landrum-Griffin Act of 1959), as amended.

Section 8. All ballots must be approved by the Executive Board.

~~**Section 9.** It shall be the duty of each teller to see that the ballot boxes are sealed when the election is closed and that each teller writes his/her name across the seal which shall bear the seal of the Local and immediately deliver non pre-polling ballot boxes to the location specified for counting the votes where counting will begin when the last polls close.~~

~~**Section 1009.** No officer of Local 587 shall hold office in any organization that is in conflict with the Constitution and General Laws.~~

~~**Section 1110.** No member shall accept the nomination for more than one office, excepting in cases where the two offices may be held at the same time.~~

~~**Section 1211.** The name of the member making the nomination shall be made a matter of record.~~

~~**Section 1312.** Printed instructions shall be furnished to all tellers. Voting shall be by mail. The three envelope system shall be used. Ballots shall be sent by U.S. mail to each member's home address, and a post office box shall be rented in Seattle, Washington for the return of the ballots. To be valid, the ballots must be received by 9:00 am at the post office box on the day specified for the counting of ballots. Only those ballots returned by U.S. mail will be valid.~~

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

Proposal To Change Bylaws — Article XII, Section 1, 11, 12, 13, 14, 15

Revised pursuant to a September 19, 2007 ATU constitutional amendment – both this ‘Nominations’ proposed bylaw change and the ‘Mail In Ballot’ proposed bylaw change will be voted upon at the November cycle of Union meetings.

(Nominations Bylaw Change)
 Submitted by Executive Board Officer Chris Daniels for the election review committee

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

ARTICLE XII – Election of Officers

Current Language

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- (b) There shall be an Election Committee, consisting of three (3) members plus two (2) alternates, reporting to the Recording Secretary. Its duties would include election security, vote tabulation, and production and distribution of the voters pamphlet,
- (c) Nine (9) days before the primary election in May and nine (9) days before the final election in June, members may vote at the union office. The ballot box will be sealed as provided in Article XII, Section 9 until the last polls close.
- (d) Counting of ballots shall be supervised by the Recording Secretary and at least one member of the Elections Committee in the presence of the membership.

Section 2. If any officer fails to qualify within three (3) successive meetings, unless prevented by illness, his/her office shall be declared vacant and his/her successor shall be elected.

Section 3. Members to be eligible for any office or for delegate shall have had at least two (2) years continuous membership and must be a member in good standing having paid all initiation fees, dues and assessments in full.

Section 4. If under Section 3, no member is eligible then all members in good standing will be declared eligible.

Section 5. Members to be eligible to vote for officers at any regular or special election must be members in good standing.

Section 6. The Financial Secretary/Treasurer will keep a strict record of attendance at meetings.

Section 7. All elections shall be held in compliance with the Constitution and General Laws of the Amalgamated Transit Union, as amended, and in compliance with the Labor Management Reporting and Disclosure Act of 1959 (Landrum-Griffin Act of 1959), as amended.

Section 8. All ballots must be approved by the Executive Board.

Section 9. It shall be the duty of each teller to see that the ballot boxes are sealed when the election is closed and that each teller writes his/her name across the seal which shall bear the seal of the Local and immediately deliver non pre-polling ballot boxes to the location specified for counting the votes where counting will begin when the last polls close.

Section 10. No officer of Local 587 shall hold office in any organization that is in conflict with the Constitution and General Laws.

Section 11. No member shall accept the nomination for more than one office, excepting in cases where the two offices may be held at the same time.

Section 12. The name of the member making the nomination shall be made a matter of record.

Section 13. Printed instructions shall be furnished to all tellers.

Proposed New Language

Deleted Language in ~~Strike through text~~. New Language with change in **Bold & Underlined**.

Section 1. The election of officers for Local 587 shall be held in the month of June and three (3) years thereafter on a payday on or before the 25th day of the month. The regular three (3) year election of Local officers shall be by the primary

system. Nominations shall be held at the meetings of the Local in the month of April. The primary election shall be held on the first King County Metro payday of the month in May and the final election on the first King County Metro payday of the month in June. Ballots shall be counted as provided in Article XII, Sections 7, 8, 9 and 10. Balloting must be held at polling places specified by motion at the nominations meeting in the Local in April.

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Section 3. Members to be eligible for any office or for delegate shall have had at least two (2) years continuous membership and must be a member in good standing having paid all initiation fees, dues and assessments in full.

Section 4. If under Section 3, no member is eligible then all members in good standing will be declared eligible.

Section 5. Members to be eligible to vote for officers at any regular or special election must be members in good standing.

Section 6. The Financial Secretary/Treasurer will keep a strict record of attendance at meetings.

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Section 9. It shall be the duty of each teller to see that the ballot boxes are sealed when the election is closed and that each teller writes his/her name across the seal which shall bear the seal of the Local and immediately deliver non pre-polling ballot boxes to the location specified for counting the votes where counting will begin when the last polls close.

Section 10. No officer of Local 587 shall hold office in any organization that is in conflict with the Constitution and General Laws.

~~**Section 11.** No member shall accept the nomination for more than one office, excepting in cases where the two offices may be held at the same time. No member’s name shall be placed on the ballot unless the member was in attendance at the meeting in person when the member was nominated or has signified in writing willingness to accept the nomination for the position for which nominated.~~

Section 12. No member can appear on the ballot for more than one position. The acceptance of any nomination declines all prior nominations. Once a candidate has accepted a nomination and subsequently declines that position, that candidate may not be nominated for that position in that election cycle.

Section 13. Members may self-nominate in person throughout the meeting cycle. All write-in nominations must be received by a date and time determined by the election committee. Written self-nominations are subject to verification by the election committee.

~~**Section 14.**~~ The name of the member making the nomination shall be made a matter of record.

~~**Section 15.**~~ Printed instructions shall be furnished to all tellers.

The Vice President's Report

By Kenny McCormick



We Are Family

We have an issue that is becoming more and more pervasive and that is member on member conflicts. Our members should be able to resolve their differences in a respectful manner without involving management. Common courtesy seems to be a thing of the past and something we need badly now.

Today we are seeing issues that should have been resolved by individuals being taken into the discipline arena and in some cases result in suspension or even worse yet, termination. This is not what we envisioned when we joined this Union, but rather a brotherhood that fostered solidarity, peace and a willingness to find commonalities. We have some members who never belonged to a Union, some that never wanted to belong to any Union, and the only reason they do belong is because this is a closed shop and you must join.

We find that our Union is a microcosm of the society we live in. I believed that being a part of a Union would be different than the society we live in, however every day we find our Union resembling the eleven o'clock news. The perception of the same issues of the past: race, immigration, gender and privilege just to name a few, are dividing us at work. The idea of an injury to one is an injury to all is missing. This all leads to the fact we must do a better job uniting this membership in order to reach our full potential.

Some wonder how race plays a part in member to member conflict. If the first justification is race related then we have not tried to solve the problem only created another. An operator arrives at a terminal and asks another operator to move his or her coach forward to accommodate both coaches and the conversation digresses to one about race, we have

a problem. An operator strikes another operator, a supervisor strikes another supervisor, a mechanic strikes an equipment service worker the list goes on.

Management is taking this very serious and they may discipline both parties in some of these cases if it is perceived that neither took evasive action to avoid this conflict. It is not always possible to avoid these situations but at least try because your job may depend on it. If the individual is unreasonable, walk away if you can, your livelihood is at stake. Now is not always the best time to deal with a problem, take time to cool off and address it at a later date.

Union Brothers and Sisters, we are family and need to start looking at each other in that way and go the extra mile to support each other. We depend on one another every day and you never know when you will

need your family members. We all have relatives we tolerate because they are family. Bring that same energy to work when dealing with your Union brothers and sisters that are difficult to deal with. For those of you who take time to bridge the gaps continue doing so, you are the ones other members can and do learn from. Everyone will not get it the first time, but over time maybe they will learn from your efforts.

Drivers understand being out on the road late at night that there are times when the only one you can count on is your Union brother or sister. Mechanics understand if you get caught in machinery you need to be able trust your union brother or sister will be there for you. I could go on and on, but I believe you get the point. Build the relations today because if you need it you want it to be there for you. WE ARE FAMILY!!!

The Bus Driver

By Beverly Bonnell

There you are waiting for me
 Rain or shine there you will be
 In a shelter or under a tree
 Needing a ride
 For all to see
 Commuters you are
 Together you'll be
 In the car pool lane
 Passing everybody
 Wave good-bye to the stand still parade
 You'll be sitting next to your neighbor happy and free
 Of traffic and road rage everywhere you see
 Downtown Seattle
 That's where we go
 On 3rd Avenue in an electric trolley or
 Thru the tunnel for show
 The articulated bus is a sight to see
 An accordion in the middle playing music for thee
 Now we have low floors that kneel to you too
 To ensure your safe passage with us it's true
 I have driven in earthquakes, snowstorms and floods all for you
 Hoping your destination will be there for you soon
 Metro, King County Transit, name it what you will
 It's always called "the bus" in universal language still
 After it's over
 The days at an end
 Tomorrow will bring me to you once again
 There you will be waiting for me
 For the ride of your life maybe sometimes for free



Take a Trip Back in Time!

2007 EXCURSION SCHEDULE

For the twenty-third year the Metro Employees Historic Vehicle Association (MEHVA) is sponsoring excursions and special trips using our fleet of historic trolley and motorbuses. **All trips will depart from 2nd Ave. S. and S. Main St.,** across from the Seattle Fire Department Headquarters. Fares are \$5 for adults, \$4 for seniors (65 and over) and \$4 for children (2-11). Metro transfers, tickets, or passes are not accepted. **Please, no food or beverages onboard the historic buses.**

MEHVA Hotline: (206) 684-1816.

MEHVA is a volunteer group of present and retired Metro employees, and others, who are dedicated to the preservation, restoration, and operation of historic transit vehicles, which have operated in the Seattle/King County area. MEHVA is a tax-exempt, non-profit corporation in the State of Washington.

Trackless Trolley Excursions

Sunday, June 10:

SEATTLE TROLLEY TOUR.

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

Saturday, August 11:

NIGHT TROLLEY TOUR.

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

Motor Bus Excursions

Sunday, July 22:

SNOHOMISH TOUR.

A 4-hour scenic trip to the historic town of Snohomish for lunch and antique shop browsing. Buses depart at 11 a.m.

Sunday, October 7:

FALL FOLIAGE TOUR.

A 4-hour trip through the Cascade foothills along the quiet back roads of east King County when the autumn leaves are turning color. Stops for photos and lunch. Buses depart at 11 a.m.

Saturday, December 8:

SANTA'S LIGHTS TOUR.

Santa Claus takes time out from his busy schedule at the North Pole for a 2 1/2-hour tour of Seattle's best Christmas lights. Buses depart at 7 p.m.

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

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

www.mehva.org



PROS VOTE PRO TRANSIT

The Recording Secretary's Report

By Paul J. Bachtel



Attributes of Our New Web Page

In September of 2006 the membership authorized development of a new Web page for Local 587. Following months of design suggestions from union officers, stewards and members the initial navigation format was approved and sent out for production. Our new web page is live at <http://www.atu587.com>. Available from our new web page are many new documents and new information including:

1. Login on the main page. Behind the login you will find seniority pick lists and promotional lists. — <http://www.atu587.com/membership-login-info.php>. Username and password is posted on union bulletin boards.
2. Stewards: up-to-date shop steward lists — <http://www.atu587.com/about-stewards.html>
3. Divisions: a page for each division within Local 587 including, Transit Operators; Vehicle Maintenance; Facilities Maintenance; First Line; Special Classifications; Solid Ground and MV Transportation; and Peninsula Properties. On the divisions sub-pages you will find information specific to the classification or property. As example, on the Transit Operators sub-page I have posted the pick assignment sheets and run cards for the Fall 2007 pick. If your classification or properties sub-page is blank, speak to your executive board officer regarding suggested postings — <http://www.atu587.com/about-divisions.html>
4. Member Assistance Program: references to community services. — <http://www.atu587.com/membership-assistant.html>
5. Benefits: Requirements to qualify for KC Metro full benefits. — <http://www.atu587.com/membership-benefits>.
6. Bargaining Agreements: our six bargaining agreements in searchable PDF format. — <http://www.atu587.com/membership-bargaining.html>
7. Forms: several forms including grievance, address change and organizing committee application. — <http://www.atu587.com/membership-forms.html>
8. Latest News: Primarily includes union bulletin board postings <http://www.atu587.com/resources.html>
9. Events: referred to as "Upcoming at local 587" in the *News Review*. A list of dates of events, picks, elections and special occasions. — <http://www.atu587.com/news-events.html>
10. Newsletters: a library of past *News Reviews* and *Transit Talk's*. Local 587's storage lockers have been cleaned out and all past *News Reviews* and *Transit Talk's* are being scanned and posted on our web page.
11. Barbeque Committee: details on coming (or past) annual barbeque. — <http://www.atu587.com/committees-bbq.html>
12. Elections Committee: this page will reflect information on union elections. — <http://www.atu587.com/committees-elections.html>
13. Safety Committee: this page will reflect information provided by our safety committee. — <http://www.atu587.com/committees-safety.html>
14. COPE Committee: this page does reflect information provided by our COPE committee. — <http://www.atu587.com/committees-cope.html>
15. Resources: links to other web-sites of interest. — <http://www.atu587.com/resources.html>
16. About Caucus: A page that will describe the benefits provided by our caucuses. — <http://www.atu587.com/caucus-about.html>
17. Black Caucus: this page will reflect information provided by our Black Caucus. — <http://www.atu587.com/caucus-black.html>
18. Latino Caucus: this page will reflect information provided by our Latino Caucus. — <http://www.atu587.com/caucus-latino.html>
19. Women's Caucus: this page will reflect information provided by our Women's Caucus. — <http://www.atu587.com/caucus-women.html>
20. Contact: contact information for Local 587 officers.

Our web page is configured for easy editing with Adobe Contribute. Adobe Contribute allows for web page editing by simply typing in changes, no special training required. Additional sub-pages may be added with ease. Additional navigation may be added at a low cost. Your suggestions of additional information to be posted greatly appreciated. Contact your executive board officer or committee chair to forward suggested postings.

KEEP YOUR ADDRESS CURRENT!!

(A request from our Local 8 Union office staff)

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

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

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

WORK SITE VISITS

Due to time constraints as a result of King County Metro contract negotiations, Recording Secretary Paul Bachtel will not be making scheduled worksite visits.

Scheduled worksite visits will resume following negotiations.

C.O.P.E. LOBBY DAY JANUARY 29, 2008

A Little Cultural Shock

Reprinted with permission of, and validated as accurate by, ATU Local 1293, Lincoln Nebraska

Rules of Nebraska:

1. Pull your droopy pants up. You look like an idiot.
2. Let's get this straight; it's called a "gravel road." I drive a pickup truck because I want to. No matter how slow you drive, you're going to get dust on your Lexus. Drive it or get out of the way.
3. They are cattle & pigs. That's what they smell like to you. They smell like money to us. Get over it. Don't like it? I-80 goes east and west, I-29 goes north and south. Pick one.
4. So you have a \$60,000 car. We're impressed. We have \$250,000 combines that are driven only 3 weeks a year.
5. So every person in every pickup waves. It's called being friendly. Try to understand the concept.
6. If that cell phone rings while a bunch of ducks are coming in, we WILL shoot it out of your hand. You better hope you don't have it up to your ear at the time.
7. Yeah, we eat perch & walleye. You really want sushi & caviar? It's available at the corner bait shop.
8. The "Opener" refers to the first day of deer season. It's a religious holiday held the closest Saturday to the first of November.
9. We open doors for women. That is applied to all women, regardless of age.
10. No, there's no "vegetarian special" on the menu. Order steak. Or you can order the Chef's Salad and pick off the 2 pounds of ham & turkey.
11. When we fill out a table, there are three main dishes: meats, vegetables, and breads. We use three spices: salt, pepper, and Picante Sauce!! Oh, yeah... We don't care what you folks in Cincinnati call that stuff you eat...IT AIN'T REAL CHILI!! Chili was born and bred in Nebraska ...and we like it with tomatoes & beans!
12. You bring "coke" into my house, it better be brown, wet, and served over ice.
13. College and high school basketball is as important here as the Lakers and the Knicks, and a dang site more fun to watch.
14. Yeah, we have golf courses. But don't hit the water hazards — it spooks the fish.
15. Colleges? Try University of Nebraska at Lincoln, or Kearney, Doane, Dana or Hastings College. They come outta there with an education plus a love for God and country, and they still wave at passing pickups when they come for the holidays.
16. We have lots of folks in the Army, Navy, Air Force, and Marines, so "Don't Mess with Nebraska." If you do, you will get whipped by the best.

Upcoming at Local 587

- OCTOBER 04 Charter meeting
- OCTOBER 05 Morning meeting
- OCTOBER 08 Jefferson Transit Authority meeting
- OCTOBER 09 Clallam County meeting
- OCTOBER 23 Executive Board meeting

The Organizing Committee Needs You!!

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

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

Your Name: _____

How would you like to be contacted?

Email: _____

Phone: _____

Send to "Organizing Committee" at Mail Stop Local 587

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

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