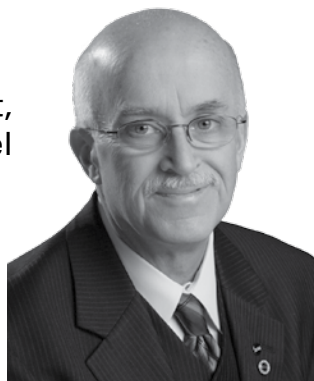


## The President's Report

by President,  
Paul J. Bachtel



## The Value of Political Activity

The debate surrounding business and labor participating in politics is often contentious. Many believe it's inappropriate for partisan interests to affect governmental change. Business and labor see their involvement as essential to constructive change. Many voters see such involvement as corrupting the process. However you see it, the changes your Union has affected are undeniable. Local 587 and the Amalgamated Transit Union Legislative Caucus (ATULC) are credited with:

- Successfully lobbying for a change in law clarifying public transit workers right to interest arbitration in resolution of labor disputes.
- Successfully lobbying for an increase in the penalty for assaulting a uniformed transit operator while a coach is motion.
- Successfully lobbying for the yield to transit law requiring motorist to yield to merging public transit coaches.
- Overturning Initiative 695 which

removed a vehicle excise tax financing public transit.

- Defeating Initiative 745 which would have redirected tax funds away from public transit in favor of roads.
- And in the last legislative session, successfully lobbying to add a union representative to public transit authority boards.

These are just a few of the more notable accomplishments.

In addition to these accomplishments, our Local 587 Committee on Political Education (COPE) is active in supporting political candidates who support public transit and its employees, and opposing political candidates who do not. Those politicians taking part in the present bashing of public employees, in their thinly veiled attempt to avoid taking responsibility for their own inept management, had better take note. If they run for reelection, this Union will actively support those candidates who take responsible positions and actively oppose those

candidates who do not. If you do not believe me, just ask State Senator Jim Horn. During his two terms in the state senate he chaired the Highways and Transportation Committee. While serving in that capacity he blocked every pro-transit proposal. When he ran for reelection our COPE committee and the county labor council's Labor Neighbor program successfully opposed his candidacy. I personally spent weekends knocking on doors in his district asking voters to oppose his reelection. He lost his bid for reelection and I believe our efforts were instrumental in his defeat.

In our efforts to seek a fair and equitable resolution in the King County Metro (KCM) / Local 587 contract negotiation, we will be taking note of those elected officials who interfere in what should be a confidential process. Those elected officials who publicly debate labor policy specific to the terms and conditions of our labor agreement will be held accountable.

*continued on page 12*



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POLICE AND TRANSIT OPERATORS  
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## The Month at a Glance

### Executive Board Report

September 21, 2010

At the September 21<sup>st</sup> Executive Board Meeting, the following business was conducted:

Motion by Neal Safrin  
Motion on an amendment to ATU Local 587 Payroll Policy

Motion by Michael Shea  
To send 5 members to Negotiations Nuts and Bolts

Motion by Paul Neil  
To include \$3,500 for lapel pins in the KC Metro negotiations budget.

Motion by Paul Neil  
To designate the Puget Sound Labor Agency as ATU 587's preferred charity.

Motion by Paul Neil  
To donate \$1,000 to the Puget Sound Labor Agency now and \$1,000 to be paid in the Holiday Season.

Motion by Dee Wakenight  
That ATU Local 587 send \$1,000 to the A Phillip Randolph Institute, for the purchase of a table with the remainder to be a gift.

Motion by Dee Wakenight  
That the 2011 prime vacation periods include numbers 22 to 35 and period 52.

Motion by Rick Sepolen  
That the Executive Board recommend the members taking the grievance of Jerry Rankin to arbitration or court.

### Business of the Membership

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

The membership voted to pursue the grievance of Jimmy Dean to arbitration.

The membership voted to support the bylaw change proposal of Chuck Miller, to add an Executive Board Officer from Rail.

The membership approved spending up to \$8,000 to send 10

members of the CISM team to a training conference in Yakima.

The following members were August pot draw winners: Andrew Jeromsky charter meeting, Ramona Davis morning meeting, Darryl Findley JTA meeting, Grace Johnson Clallam meeting, Al Daraskavich afternoon meeting. Robert E. Lee lost the \$500 rolling pot at Clallam. Next month's rolling pot will be \$525

### Membership Meetings:

#### Tentative Agenda

**CHARTER MEETING**  
Thursday, October 2, 2010  
8:00 p.m.  
The Labor Temple, Hall #8  
2800 1st Ave., Seattle, WA

**MORNING MEETING**  
Friday, October 3, 2010  
10:30 a.m.  
The Labor Temple, Hall #6  
2800 1st Ave., Seattle, WA

**WEDNESDAY MEETING**  
Wednesday, October 15, 2010  
3:30 p.m.  
The Labor Temple, Hall #6  
2800 1st Ave., Seattle, WA

**JEFFERSON TRANSIT**  
Monday, October 13, 2010  
7:00 p.m.  
Port Townsend Rec Center  
Port Townsend, WA

**CLALLAM TRANSIT & PARATRANSIT**  
Tuesday, October 14, 2010  
7:00 p.m.  
Vern Burton Memorial Building  
Port Angeles, WA

#### Among Topics to be Discussed:

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

#### Unfinished Business:

The request for arbitration or court proceedings for Jerry Rankin

### In Loving Memory...

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

— Norman Cousins

We lost four members in September:

**Richard Kimball** who was born in 1920, had been a member since January of 1942.

**Jerry Webster** was an operator who joined us in 1993.

**Victor Verdoorn**, who was born in 1923, joined us in 1974 and had both a long life and a long retirement

**Charles Vernon Gehrts**, who retired in 1996, was a Facilities Planner and former Seattle Transit Operator.

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

## Upcoming at Local 587

- |                          |                          |
|--------------------------|--------------------------|
| October 2 <sup>nd</sup>  | KCM Shake Up             |
| October 7 <sup>th</sup>  | Charter Meeting          |
| October 11 <sup>th</sup> | Jefferson County Meeting |
| October 12 <sup>th</sup> | Clallam County Meeting   |
| October 13 <sup>th</sup> | Afternoon Meeting        |
| October 26 <sup>th</sup> | Executive board meeting  |

ATU Local 587

# News Review

Published monthly in Seattle.

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

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

RAY CAMPBELL  
KERMIT C. GIPSON JR.  
PATRICK STEVENS  
CLINT DE VOSS  
DAN THORNE  
MICHAEL SHEA  
ERIC BUTLER  
NINUS HOPKINS  
NEAL SAFRIN  
MICHAEL MOORE  
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LISA NAULT  
ANDREW JEROMSKY  
RANDY STEVENSON  
LINDA ANDERSON  
RAY MASON  
LUDWIG BECKER

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

### WEINGARTEN RIGHTS STATEMENT

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

### Letters to the editor

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

Send letters to:

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

# October Labor History Calendar

Submitted by Bill Clifford

**1 Oct**

**1910** — England: Soccer + Industrial Discipline = Syndicalism. Honley Feast, a carnival at which association football (soccer) was played, together with the Fartown football matches, brought 42 summonses against workers for French leave. The summonses were to show to the police why the workers should not pay fines for absenting themselves from work without permission. French leave was described like this by The Worker:

“As a result of the belated but beautiful fine sunnier weather at Honley Feast aided by attractive football fixtures at Fartown the servitude in the compounds was more than usually uninviting & hundreds of operatives took French leave. In some cases they asked permission, & hinted at taking it if it was not granted but in cases where they were certain of refusal they just disappeared.”

French leave was in fact an old customary right that the manufacturers were trying to stamp out. Fifty summonses two years previously had failed to do the trick & now in the wake of direct action for more holidays (one week was demanded for Honley Feast) the Fine Cloth Manufacturers Association summonsed the textile union officials to negotiate for 13 days a year holiday. However, there was also some talk of a lockout in the employers’ association. In passing it must be noted that the Socialist Party paper editorial condemned the leave as an out of date custom, irresponsible & disorganizing to the social machine.

**2 Oct**

**1913** — US: Federal Income Tax signed into law (at 1%).  
**1915** — World Federation of Trade Unions (WFTU) founded.

**3 Oct**

**1970** — US: Baseball umpires call their first strike. When Bill Valentine and Al Salerno were dismissed in 1968, allegedly for incompetence but patently for unionizing activities, an appeal to the National Labor Relations Board resulted in umpires in both leagues being organized into the Major League Umpires Association. A one-day strike of the first game of the championship playoffs on October 3, 1970—the first by umpires in major league history—prompted the league presidents to recognize the Association and negotiate a labor contract that set a minimum salary of \$11,000 and raised the average salary to \$21,000.

**2010**—(Sunday) 10th Anniversary Celebration and Fundraiser for the Harry Bridges Project,

Floyd and Delores Jones Playhouse, 4045 University Way, NW, Seattle, WA

**4 Oct**

**1887** — US: Louisiana sugar workers strike, 37 peaceful strikers murdered. Louisiana Militia, aided by bands of “prominent citizens,” shot unarmed black sugar workers striking to gain a dollar-per-day wage, & lynched two strike leaders.

**6 Oct**

**1918** — US: First National Conference of Trade Union Women.

**1986** — US: 1,700 female flight attendants win 18-year lawsuit (includes \$37 million in damages) against United Airlines, which had fired them for getting married. Now employees own United. how’s that for a trade?

**8 Oct**

**1982** — Poland: Polish Sejm (parliament) dissolves all trade unions, including Solidarity.

**13 Oct**

**1934**—US: AFL votes to boycott all German-made products as a protest against Nazi antagonism to organized labor within Germany.

**14 Oct**

**1877**—US: New York City cigar makers strike against pay cuts & restrictive factory rules this fall. Despite community support, the strike is lost in January 1878. As a leader of the strike, Samuel L. Gompers was blacklisted & unable to find work for four months, a strain on his family which included four children & one on the way. Experiences such as this prompted Gompers, the future founding president of the American Federation of Labor, to advocate negotiations over labor actions such as strikes.

**1976**—Canada: General Strike. 189,000 workers participate in a National Day of Protest called by the Canadian Labour Council against wage controls.

**2010**—Full Moon. No need to be superstitious, but be careful.

**15 Oct**

**1982** —US: During this month a boycott is initiated by the Industrial Association of Machinists against Brown & Sharpe, a tool manufacturer, in Rhode Island. The boycott was called after the firm refused to bargain in good faith & forced the union into an unwanted & bitter strike during which police sprayed pepper gas on some 800 IAM pickets at the company’s North Kingston plant in early 1982. Three weeks later, a machinist narrowly escaped serious injury when a shot fired

into the picket line hit his belt buckle. The National Labor Relations Board subsequently charged Brown & Sharpe with regressive bargaining, & of entering into negotiations with the express purpose of not reaching an agreement with the union.

**1990**—Mexico: Fidel Velazquez, head of Mexican Labor Federation (CTM), denounces proposals for a “free trade” agreement with the U.S., claiming it would have a catastrophic effect on both Mexican & U.S. workers.

**17 Oct**

**1939** — Warren Billings, labor activist, released from Folsom Prison. Billings and Tom Mooney were convicted on perjured testimony and false evidence of bombing a 1916 Preparedness Day Parade in San Francisco. For 20 years freeing the two men was an emotional cause of organized labor. Mooney was an Iron Molder and labor organizer involved in organizing Bay Area streetcar employees. His brother John was an officer for a Local Union of the Amalgamated Association of Street Railway Employees of America (now ATU) John Mooney was on the Amalgamated’s Mooney Petition Committee that led the effort to free Mooney and Billings. Mooney had been

pardoned in late 1938.

**24 Oct**

**1987** — US: AFL-CIO readmits Teamsters Union. The scandal-ridden union was expelled in 1957. The 35-member executive council of the AFL-CIO decides unanimously to readmit the 1.6-million member Teamsters Union to its ranks. Teamster President Jackie Presser was awaiting trial at the time & the US Justice Department was considering removal of the union’s leadership because of possible links to organized crime.

**27 Oct**

**2010 (Wednesday)**—Robin D.G. Kelley and Jack O’Dell, “Freedom Dreams: A Conversation on Black-led Movements for Social Change,” Philip Hall, 1918 Pacific Avenue, University of Washington, Tacoma  
**2010 (Friday)** — “Celebrating our History, Organizing for our Future” A. Philip Randolph Institute Awards Banquet & Celebration, Aerospace Machinist Hall, 9125 15th Pl. S., Seattle, WA

**31 Oct**

**2010**—Halloween, watch out for the little goblins.  
**2010**—Trick or Treat: King County Metro Contract expires.

## Arbitration Update

- James Jones:** Grieved change in the VM vacation pick process. Arbitration hearing held June 28 & 29, 2010. Decision held in abeyance while settlement talks are underway.
- Mario Musni:** (Pigeongate) Grieved suspension for alleged violation of King County policy banning weapons in the workplace (slingshot); schedule pending.
- Paul Kriskov:** Grieved suspension for alleged use of Personal Electronic Device while operating a Metro coach. Grievance held in abeyance pending resolution of an Unfair Labor Practice (ULP) complaint contending Metro failed to bargain the change in policy to completion. ULP hearing held July 07, 2010; decision on ULP complaint pending.
- Jamie Bonnar:** Grieved the lack of a clerk overtime assignment process; schedule pending.
- Jon Salkeld:** Grieved issuance of a letter of expectation in violation of the discipline section of the collective bargaining agreement; schedule pending.
- Don Hutton:** Grieved suspension for alleged third minor infraction in the same category; settlement reached with reduction in suspension in exchange for withdraw of grievance.
- Richard Graf:** Grieved termination for alleged gross misconduct. Arbitration hearings held August 9-10; decision pending.
- Cory Rigtrup:** Grieved suspension for alleged falsification of a Metro document and violation of the King County policy on non-discrimination and anti harassment; scheduled December 17, 2010.
- Jimmie Dean:** Grieved suspension for alleged Gross Negligence in the performance of his job duties; schedule pending.

# Part-Time Pick Problems

By Andrew Jeromsky

What a mess! The Part-time pick was a menagerie of reduced weekday schedules and run cancellations. There were so many reduced weekday schedules, (**think furloughs**), that the service reduction information sheets wouldn't even fit on the walls. They had to be attached to large folding cardboard displays and left freestanding on the floor.

Many of the run cards were missing their deadhead routes. Operators won't know their deadhead instructions until the first day of the shake up. Additionally, due to the fact that some of the reduced schedule run cards were missing, Operators had to calculate various reduced pay times on the spot. This places an unnecessary burden on Operators in the increasingly chaotic environment of the pick. It would be a big improvement if

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*I do not fault our hardworking Schedule Planners. They are not only understaffed, but are having to cope with the repercussions of HASTUS and upper management directives.*

---

Metro could post both the regular, as well as the reduced pay times *side by side on the pick sheets.*

The service reduction sheets are traditionally received by the Pick-Coordinator two weeks before the pick begins. This provides adequate time to double check, sort and update the run card folders, and to make any necessary notations on the pick sheets. Pick-Coordinator

Lisa Nault and Hatchet Neal Safrin did an exemplary job working under severe time constraints as late revisions trickled in, some as late as one hour before the start of the pick. I was a member of the pick crew and was in a position to witness firsthand the excellent job everyone did helping operators decipher run cards that were sometimes cryptic, sometimes inaccurate and occasion-

ally missing information outright.

**I do not fault** our hardworking Schedule Planners. They are not only understaffed, but are having to cope with the repercussions of HASTUS and upper management directives. Metro in turn is having to dance to a tune that someone else is playing. The musician is the King County Council and the sheet music is the Transit Audit. The audience however, is the public, and it will be their response to these "cost saving measures" that will govern our future. If the public demands it, the Council will be pressured into reversing this scheduling mess that has been imposed on what was formerly the best mass transit system in North America.

*In Solidarity,  
Andrew Jeromsky*

---

# Lollipop Awards

By Bruce Tiebout

Metro wanted rules of negotiations. When Metro broke one of the rules by trying to negotiate the labor agreement through the media, they needed some suckers (lollipops). They found several including the Director for the WPC Center for Transportation, Mike Ennis, the crack staff at KING-TV5, and a *Seattle Times* transportation reporter, Mike Lindblom.

Mike Ennis seems to be glad to be one of Metro management's suckers. After Metro repeatedly talked to the media, Mike Ennis, in his August 23, 2010, blog, calls the union hypocritical for calling a press conference to talk about the contract. Mr. Ennis used misleading numbers provided by Metro to make bogus claims about driver salaries. He claimed a huge increase in the average salary compared in 2009 compared to 2000. He didn't mention that many of the people "compensated" in 2000 only received retro checks for **previous** work. Of those compensated, 63 were paid less than \$1.00. Yet their "average salary" was used to compare with drivers who worked the full year in 2009.

Mike Ennis also failed to mention that the COLAs which apply to bus drivers also apply to over 100 classifications. In fact, one of our best-in-the-country mechanics made more than the highest paid driver in 2009. If Mike had checked with Metro Operations, he would have found that paying overtime is cheaper than hiring, training, and paying benefits to a new person. Plus, a driver working at overtime

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*I don't know where Seattle Times transportation reporter Mike Lindblom got his totally bogus numbers, but he's off by a whopping 22.8% from the website numbers and an astounding 28.5% from the WPC numbers.*

---

doesn't have a replacement cost (such as the extra board), nor does a driver at overtime accrue any vacation or sick leave. Metro even did a study a few years back which showed that FTOs who drove the most hours, had the fewest accidents per hour. And, those "overpaid" drivers who made over \$100,000 in 2009, saved Metro 6.2% in Social Security tax on every dollar they earned beyond \$106,800.

Mike Ennis also should have looked at the increase in the size and cost of management, both at Metro and at King County. Prior to the people of King County voting to combine Metro and King County, Metro had a large "rainy day" surplus. The County has taken that away and annually sucks money out of Metro for the general fund. Apparently, bureaucrats wasting taxpayer money isn't as glamorous as blaming drivers whose starting wage is less than \$50 a day. Why blame people who work at desks rather than the people who actually

provide the transportation services for which the taxpayers pay? It's also easy to ignore the effects of the economic downturn that lead to lower revenue for transit when you've got working bus drivers to blame.

So for trying to damage bus drivers and in the process damaging the reputation of the Washington Policy Center, Mike Ennis, here's your lollipop!

The crack research staff at KING-TV5 simply parroted Mike Ennis and couldn't be bothered to do any actual research. You can take your licks off Mike's sucker.

The *Seattle Times* stepped it up (or stepped in it) by claiming that a "Metro review" showed full-time and part-time bus drivers made an average of **\$60,806** in 2009. Using the numbers Metro supplied to the Mike Ennis of the WPC, in 2009 there were 2,850 drivers who were paid a total of \$134,810,068.95 in wages for an average of **\$47,301.78**. If you go to <http://lbloom.net/xking09.html>, you'll be able to download a spread-

sheet showing the 2009 pay for all 17,893 King County Employees. It's a whopping total of \$972,472,731.79 for an average of \$54,349.34. If you sort out all but transit operators, you'll find the total paid to 2,696 bus drivers was \$133,555,984.60 for an average of **\$49,520.20**. I don't know where *Seattle Times* transportation reporter Mike Lindblom got his totally **bogus** numbers, but he's off by a whopping 22.8% from the website numbers and an astounding 28.5% from the WPC numbers.

So for not letting facts or research get in the way of your opinion, Mike Lindblom, here's your lollipop!

An honorary lollipop should go to the Executive Board Officer who used junk numbers from <http://www.desmogblog.com/washington-policy-center-background-and-history>. That Officer even lifted words directly from that website and published them as his own. He blasted the Washington Policy Center because "The WPC's largest donor is The Lynde and Harry Bradley Foundation, Inc." In fact, that foundation gave money to the Washington Institute Foundation (the former name of the WPC) ten years ago. When given an accounting of the 2009 sources for the WPC's \$1,400,000 funding (40% of which came from its annual dinner), he chose to ignore the truth and stick with the lies which backed his opinion. That deserves an honorary lollipop!

[**Note:** Much of this article came from my posting on Mike Ennis' blog and my on-line comments to the *Seattle Times* article.]

# Labor Neighbors

Submitted by Sara Franklin

**MAKE A DIFFERENCE.....**

*Political action has never been more critical. We must elect pro-transit pro-union candidates into office and oppose those who do not legislate in the best interest of working men and women. Now is your chance to get involved and become active to help us accomplish this goal. The economy, jobs, wages and union rights are just a few of the issues facing Labor and the most effective way to get our message out is door to door - member to member.*

**BRING YOUR FEET TO THE STREET!**



TO VOLUNTEER AND GET ACTIVE  
PLEASE CONTACT ATU LOCAL 587 COPE/LABOR NEIGHBOR COORDINATOR: SARA FRANKLIN AT 206-856-8098  
EMAIL: [DNS98845@AOL.COM](mailto:DNS98845@AOL.COM)  
THANK YOU

## LABOR NEIGHBOR WALKS

**Snohomish County**

Tyler Whitmire 503-572-8532  
or 425-252-8973 (office)

**Thursday 9/16**

4 to 7 p.m.  
IUOE 302, 18701 120th Ave. NE, Bothell

**Saturday 9/18**

9 a.m. 1 p.m.  
IUOE 302, 18701 120th Ave. NE, Bothell

**Wednesday 9/22**

2 to 5:30 p.m.  
IUOE 302, 18701 120th Ave. NE, Bothell

**Thursday 9/23**

4 to 7 p.m.  
IUOE 302, 18701 120th Ave. NE, Bothell

**Saturday 9/25**

9 a.m. 1 p.m.  
IUOE 302, 18701 120th Ave. NE, Bothell

**King County**

Lori Province 206-351-2965  
Karl DeJong 206-310-6146

**Monday 10/4**

1 to 4 p.m.  
IAM 751 Auburn Hall, 201 "A" St. SW, Auburn

**Thursday 10/7**

1 to 4 p.m.  
IAM 751 Auburn Hall, 201 "A" St. SW, Auburn

**King County - Continued**

**Saturday 10/9**

9 a.m. to 1 p.m.  
IAM 751 Auburn Hall, 201 "A" St. SW, Auburn

**Monday 10/11**

4 to 7 p.m.  
Randy Gordon's Office  
1200 112th Ave. NE Bldg C, #110, Bellevue

**Thursday 10/14**

4 to 7 p.m.  
Randy Gordon's Office,  
1200 112th Ave. NE Bldg C, #110, Bellevue

**Saturday 10/16**

9 a.m. to 1 p.m.  
UA 32, 595 Monster Rd. SW, #213, Renton

**Pierce County**

Nathe Lawver 253-973-3765  
Rick Hertzog 253-576-3864

**Monday 9/27**

12 to 4 p.m.  
Tom Campbell's Office  
17416 Pacific Ave. S., Spanaway

**Wednesday 9/29**

2 to 6 p.m.  
Tom Campbell's Office  
17416 Pacific Ave. S., Spanaway



**Pierce County - Continued**

**Saturday 10/2**

9 a.m. to 1 p.m.  
IBEW 76, 3049 S. 36th St, #101., Tacoma

**Tuesday 10/19**

3 to 6:30 p.m.  
IBEW 76, 3049 S. 36th St, #101., Tacoma

**Pierce County - Continued**

**Wednesday 10/20**

3 to 6:30 p.m.  
IBEW 76, 3049 S. 36th St, #101., Tacoma

**Saturday 10/23**

9 a.m. to 1 p.m.  
IBEW 76, 3049 S. 36th St, #101., Tacoma

# Letters to the Editor...

## ATU MEMBERS

Concerning Sakila Primary school in Tanzania Africa they need annual funding for school supplies and drinking water.

This fall during the Employee Giving Campaign I am launching a brand new homegrown foundation. It is called the ATU-SAKILA Foundation.

*My goal is to get EVERY ATU member in the U.S. and Canada to contribute at least \$25.00 one time.*

There are about 190,000 union drivers and that equals about 4.75 million dollars. That money will sit in an account earning interest. The annual dividend check will be spent on the school. This means that the foundation is self-sustaining and will provide funding for many, many years.

I am working with *International Evangelical Outreach*. Please, for those of you who think that this is a religious based idea consider the following: IEO is acting like a bank for me. They have setup an account for the Sakila fund using their non-profit status. Just like a bank they are charging me 10% percent of the annual dividend. For that ten percent I get access to ALL of their resources in Tanzania...local workers, their experience with the local workers and their guidance in how to build in Tanzania. This saves me a great amount of time and effort and allows the foundation to get to work right away. Just like a bank that charges you for keeping your money IEO does not tell us how to spend the money. It also means that 90% of the fund goes directly to the school...90%!

Please look for *International Evangelical Outreach* in the EGP book and send your donations to them.

Here is the really cool part of all this...Yona Andrews is the principal of Sakila Primary. He and I have become friends over the last few years. He is coming to Seattle in the spring of 2011 for a week long visit. Yona has no idea that we are doing this. It would be really great to surprise him with the gift of annual funding for his school.

If all of you will help me get this foundation started it will make it easier for me to approach other unions.

**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*

The need is there, the resources are in place, all that is needed now is for you to give \$25.00 or more one time during the EGP.

We drivers have received some bad press lately about our wages. This is a chance to show the public that we are not selfish by helping those in need.

Feel free to write me for more info at [atusakila@live.com](mailto:atusakila@live.com)

Erik Christensen #11365

## Shell Game

Why do you suppose the *Seattle Times* has been hammering away at Unions? According to the *Wall Street Journal*, Frank Blethen, who tries to hide his salary, earned \$1.13 million in salary and bonuses in 1999. It seems to me that millionaires like Mr. Blethen are afraid of I-1098, (an income tax on individuals making more than \$200,000 per year), and they are trying to find someone else, anyone else to point a finger of blame at for the state of the economy.

Don't be fooled. Wages in the private sector are falling because CEO wages are rising throughout the country. Additionally, in 2009, the average profit of the top five health insurance companies increased by a record 56 percent, for a combined profit of \$12.2 billion! Think about that as you struggle to pay your premiums. The insurers managed to make profits in a recession by dropping coverage for millions of patients and dumping them onto Medicaid. As a result even more financial burden has shifted onto the lower classes.

In Washington State the poor lose more of their income to taxes than in any other state in the nation. If 1098 becomes law, the tax burden will begin to shift onto the wealthiest 1.1% of Washingtonians. No matter how much the local millionaires try

### SEND IN YOUR OPINIONS

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

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

to lie about it, it is an inescapable fact that the more money one has, the more they owe the society that provided them with the situations and opportunities to accumulate that wealth in the first place.

*In Solidarity,*  
 Andrew Jeromsky, E-board

## Calling all bus drivers

I would like to encourage all drivers to boycott the *Seattle Times*. After reading the second *Times* headline in a few months that targets bus drivers as "stealing the tax payers money," I called the *Times* and canceled my subscription. When they asked why I said I am tired of their headlines that target hardworking bus drivers as the "problem with the budget shortfall at Metro." They have made my UNSAFE job MORE UNSAFE and I am canceling my subscription. They also are relying on inaccurate information and not understanding that a 100,000 dollar a year bus driver lives on the bus 7 days a week for a 16hr day. Never mind all the verbal abuse, physical abuse of bad equipment, and stress of no breaks that destroys our bodies. Did they report that? NO. These articles are so slanted against the hard work of bus driving that it is obvious that their motive is to destroy the working class middle wage jobs. And that is why I said I will not support this newspaper anymore and I hope many of my fellow operators will also boycott the *Seattle Times*.

Ruth Wilson

## Freedom The ugly side!

Having freedoms in this country is not easy. Sometimes, someone makes statements or otherwise exercises the rights we all share in a way that makes our blood boil.

On Monday, September 13<sup>th</sup> a 11-year New Jersey Transit employee was fired for exercising his right to make a political statement. He was not in uniform or in any other way identifiable as a New Jersey Transit employee and therefore did not bring ill repute on New Jersey Transit. He was fired because he exercised one of the rights enshrined in the United States Constitution; freedom of speech.

The act in question was the burning of a Koran at "ground zero," in my opinion burning a Koran is no different than burning an American Flag, a Christian Bible, or the Torah. The burning of a Koran, like burning the American flag is disgusting

and despicable! Yet if we allow the censorship or punishment of someone for exercising their rights, we reduce the freedoms that every one of us enjoy.

We must carefully refrain from abridging others rights and must in fact protect acts that we personally find abhorrent, in order to protect our own rights! If we do not, those rights will become meaningless words on a piece of paper and make us no different from the evil we oppose.

Clinton DeVoss  
 Executive Board Officer

## DRIVERS SEATS AGAIN

September 3, 2010

There are many different ways to make a point or statement. I'm not really sure which one this is or how effective it is but I am sure that the reaction by management will be unpleasant. We have been experiencing a rash of vandalized head rests. All of these have appeared on the 4100 Fleet of Trolleys at Atlantic.

Over the past several years there have been articles about Driver's seats in this paper. Mostly these have been complaints about worn uncomfortable seats. Now instead of writing these up it would appear that removing (forcibly) or bending the Driver's seat headrest to the point that they are unusable is the latest form of protest. The results of this are several. The safety of the seat is compromised. Eventually when the damage is reported the seat gets repaired or replaced. The next operator(s) is greatly inconvenienced. (Thank Your Union Brother). Extra work (that VM really doesn't need during vacation season) is generated for the mechanics, stores and the upholstery shop. There are also increased repair costs because this is not normal wear and tear, this is blatant vandalism!

We all know the Metro budget is getting tighter and we also know how much damage we see daily whether you are driving or repairing coaches. This form of damage is a cost we do not need to contribute to and most folks I know don't even want to be associated with.

This situation is being taken very seriously and each damaged seat is being tracked as they are reported.

Zane Ware-VM -Atlantic

## Attack on Gov't Workers

Brian...It seems that us "overpaid government workers" have come

# Arbitration

## Why we are likely to have to go there and why that is not a bad thing!

By Clinton DeVoss, Research Committee Chairperson

As your union proceeds with contract negotiations, we are faced with the prospect of King County just saying NO to our most crucial needs. Even more likely King County will not just say "no", but will say something to the effect of: "Give us", "Give us", "Give us"! If Kathy Lambert has her way and King County enacts and follows a regressive "labor policy", that does not allow for cost of living adjustments (COLA), step increases, and makes employees pay more of the cost of benefits, our union will be left with very few options available just to keep what we have now. One of those very few options is arbitration.

For those of us that have been around awhile, arbitration has been presented over the years as something to be feared because we will get "screwed". After all, an arbitrator could do **anything!** What those "doom sayers" do not understand is that while we may get nothing out of arbitration except big legal bills, we also have nothing to lose, except the costs of the arbitration itself. That can be read as the cost for the Arbitrator and our attorney's fees. The point is that an arbitrator will not give a ruling that is less

than what King County has offered at the table, so while we might get nothing we are no worse off than if we had taken King County's last offer and chances are that we will get better from the Arbitrator, even if they split the baby!

The arbitration process is unfamiliar to most of us, so let us walk through a short realistic scenario. Let us say that ATU and King County are at an impasse over our cost of living adjustment. (This is very likely to happen.) Since King County Metro is a "municipal transit agency" within the meaning of RCW 41.56.492, this law makes us an "interest arbitration eligible group." What that means is that there are statutorily required steps

to the process of negotiating a new contract. Most importantly, King County cannot change our wages, hours, or working conditions until they have reached an agreement with ATU or had an Arbitrator rule in King County's favor. The process of getting a contract includes "good faith" negotiations, followed by mediation. If those steps fail to reach an agreement then, after the issues are certified to the Public Employment Relations Commission (PERC), we are required to go to binding arbitration on the certified issues, as King County is also required to do. Often what happens is that, at the last minute the parties will reach an agreement before the arbitration actually takes place because one or

both parties are fearful of what the Arbitrator's ruling might be. Do not count on this happening if Lambert & Company have their way.

If the issue goes to the Arbitrator, the issues will be evaluated based on very specific criteria that are listed in RCW 41.56.492. The Arbitrator will start their evaluation on the issues at the point that impasse was reached. In other words, the Arbitrator will reach a decision based on no more and no less than the starting position of the parties. In the case of our example: if King County is not offering us any COLA (as they have done) and we are asking for our current 3% floor, then the Arbitrator cannot give us less than nothing and no more than a 3% floor.

While no one can make an accurate prediction of what an Arbitrator will rule, the Arbitrator can give us no less than King County's miserly offer and will likely give us more. Anything is better than nothing, and I would call that at least a partial win!

So rather than being fearful of arbitration, we should look at arbitration as a useful tool to gain what King County should justly have given us!

*... the Arbitrator will reach a decision based on no more and no less than the starting position of the parties.*

### Letters to the Editor, continued

under fire from radio "journalists."

I have recently sent a letter to comments@komo1000news.com suggesting their "journalist" John Carlson should get out of his soundproof booth and find out what real workers do for their barely living-wage. I also posed the comment that if he is not a journalist but rather an entertainer he has failed miserably to entertain me!. The only overpaid worker I see here is John Carlson! I signed the letter with my name, and as President and Founder of (so far) only mythical "Get Rid of John" Society.

Please include this in the Union newsletter, forward it to all you can think of, and encourage everyone to contact comments@komo1000news.com and let the station management know we are sick of this guy!

Thanks...  
Vance McLane #2296

### THANK YOU

I want to thank everyone who held my pain in thought and wished me well, during my time of grief. I lost my son, but his love will forever be held deep in my heart.

We often feel other things in life are more important to us. Some of us feel our job is more important. Making a point is more important. Being stressed out about getting three or having time to have 10 minutes, 20 minutes of a break is more important. But it's not, the most important worries in this world is life and family.

Life and family are more important than stressing yourself out. Take a deep thought and reflect on how good you have it. You have family. Tell them you love them today.

Once again Thank you to Everyone!

LaTonya Plummer

## 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.

## Vice President MacAdam's Report

By Don MacAdam



# Nothing is funny at Metro

August is gone and September is flying by! Manager evaluations are done. Chiefs are still grumpy about anyone daring to evaluate their work. Contract negotiations which have been going on since April seem to be more urgent and intense as October 31 approaches. Maintenance grievances have almost doubled. Work standards are being used.

The Union BBQ was fantastic! I know one Mechanic who won \$250. The weather was great and the kids had a great time. I really enjoyed watching them run from one large inflatable to another. And, it was good to see more Maintenance people there this year!

### Negotiations:

We are planning on making substantial gains in Maintenance. Just keep in mind that Metro & the politicians are not afraid of your Union officers as much as they are afraid of YOU, the UNION member/Employee! If Metro suspects that you do not support a contract proposal that proposal will fail!

My congratulations to the top chiefs and supervisors! We, having had to work with the worst, appreciate You being the best!!! Thanks again for the respect and courtesy shown to us, the Employees. We work best as a team not when being beaten into submission.

*As Metro is claiming poverty, it seems unlikely that they would take several months to train the old dogs to do new tricks.*

### Rumors:

Golf buddies to become new leads...Metro delays hiring new mechanics till after the shake up so they can be assigned to install O.B.S. gear until the next shake up even though they have no coach experience. Just think of it as future/delayed O.T.

E.M. Chief Marcell has filed something against me claiming, "A HOSTILE WORK ENVIRONMENT." All of you at E.M. were claiming a HOSTILE WORK ENVIRONMENT and Metro did not listen. What can I say about that double standard thing? So all of you (and you know who you are) may be able show up and have your testimony part of the official record. Please e-mail me, but not all at once as I do not want my system to crash.

### Not a Rumor:

New assistant to V.M. Manager to Mr. Winders job opening, salary \$119,245.60 plus benefits. I guess they have not read the press and their own reports about being broke. Sorry the closing date was 9-12-10. (I was given the posting by a Metro manager. Do you think? Maybe... Naw! No way!!!)

Since Mr. Winders has been put in charge of V.M., we have not had the large amount of crazy write ups like we had before. We are still working through disciplinary overkills that are over a year old and occurred before (sorry I'm not supposed to use names) "he" showed up. Since someone is in control, I expect the Union news stories that bother Metro so much will diminish greatly...I hope.

Worst Base is...East Maintenance. I think they win again for the year.

**This month's Chief story:** The shift at Unit Repair watched the Chief leave early and drive away out the back gate. When the shift was over, one of the mechanics went out to his car grabbed a small bag of garbage and threw it into the giant 40' Metro dumpster then drove off. After that the remaining Employees saw the chief's car come roaring back through the gate at great speed, jump out of his car, and into the dumpster, and root around in the garbage until he found the offensive garbage. Finding

his prize and satisfied he climbed out the dumpster and wrote up the mechanic the next day.

### What's Going On!

\*Kelly grievance settled; \*Musni (Pigeon gate) & \*J. Dean going to arbitration; \*Rigtrup—pre-arbitration hearing scheduled; no word on the Graf Arbitration yet.

Hopefully, we will not see any more letters of expectation. \*Zingleman: grieving Mechanics doing body shop work.

### FYI

What happens when a Chief or Supervisor is laid off? This is the short version which is under discussion. They bump back to their previous position like lead or chief. If the chief has all his/her certifications he/she may become a lead, BUT he/she will be on the bottom of the lead seniority list for picking rights and cannot displace another lead. If the chief was not working at Metro before they became a chief, they will not have a job. If they were a chief in Rail they could not come to V.M.

If the Chief was not a lead, he/she will revert to the classification they came from. If they have their certifications, tools and are able to do the work they will be at the bottom of the seniority list. And, they cannot displace current workers who know how to do the job.

As Metro is claiming poverty, it seems unlikely that they would take several months to train the old dogs to do new tricks. And as it was pointed out it would be easier for Metro not to bring them back at all.

Mr. Winders has posted his new Maintenance Newsletter and made mention of everyone but the V.M. Employee of the year...has anyone seen Bob's face in a bus yet? O.K. good point...don't scare the riders or small children away. And we have not received any extra signs to doctor up, yet. Also, there was no "worst V.M. Union rep. of the month." Good Luck, Mr. Winders! It is good to see a manager at the bases and involved for a change. I don't suppose I could write a column for you once in a while...could I?

Next month: "The Fantasy World of Metro Management."

# Metro we have a problem...

By Dee Wakenight

The new "Rapid Ride" bus has some fatal flaws, for the vertically challenged, like me. The powers that be are enamored of the look of this equipment. God forbid function should get in the way of "looks". Too bad it is unsafe for some to operate. There are plans for the roll out with more bells and whistles than a New Years Eve party.

When I hired on at Metro I qualified on the 500 and 700 series busses, as the oldest busses in current service and the 2000 series was the newest. The time frame was January of 1985. There have been quite a few changes, of all kinds; management, equipment, rules, contract, policy, traffic, you get the idea. There have been many changes/upgrades. If Metro has it I can drive it, until now. Normally Night Report at south base is my pick, it is not easy to admit defeat, but with these additions to the fleet I must. No longer is it possible for me to drive anything in the fleet, it would be irresponsible to pick what is impossible to drive. Sadness best describes these recent acquisitions.

During the review phase when it was mentioned that the HUGE frame on the mirrors blocked the drivers view, the safety officer present replied, "It's branding and will not be changed." Qualifying operators have reported comments from training such as "bob and weave" "look around it" etc when asking

about the obstruction created by the mirror on the driver's side. There is a set screw (?) in the arm for the mirror on the curb side so it can't be moved, seeing the side of the bus is impossible for some of the vertically challenged.

Currently there are 2 other "New Flyer" artics in the fleet, why do they all have different control panels? Placement of the controls can be detrimental if it causes confusion to the operator.

Our vehicle maintenance personnel are phenomenal. Other issues that can be remedied by them are being fixed as this is being written. Wonderful, but what about the blocked field of vision for the operators?

This equipment is as graceful as a pig on stilts. Zero to 30 in about a block that should help keep spacing between coaches.

Add the new radio and we should have a wonderful roll out. Anyone out there remember "wizman becker" as the new radio? We keep hearing that the old system doesn't need to be fixed because the new system will be better. Information available says the new system will take some time to be installed in the entire fleet. There are still great difficulties contacting the control center from the Federal Way transit center, remember shooting central? Dear God, save us from downtown.

Metro we have a problem...

## Vice President Sepolen's Report

By Rick Sepolen



# Ramblings

**A**TU 587 shop stewards are available at all work sites. Duh! Yes, I am aware that you already knew this but not every member is sure how to find a steward when they need one. The following should give you some idea of the process.

Before you find yourself in need of a shop steward stop by the union bulletin board. There is one of these at each work site. Mounted near the group photos of your elected union officers is a list of your shop stewards. If you happen to be at a site without a union bulletin board, please call the union office to arrange to have one placed in your work area.

Anyway, on this list of shop steward you will also find the name of the Chief Show Steward who will be your primary contact. If you need help leave a message for the CSS that includes your telephone

number and a time period you will be available. If you need immediate assistance you can always call the union office twenty-four hours a day. Here's hoping you won't need our services..

Shop stewards. Once you have finished conducting a First or Second Step grievance hearing please send me a written summary of the hearing. There are summary forms available through your Chief SS as well as from the union office. These summaries assist the union officers in planning for the next step in the grievance process.

Stewards, remember not every member's concern is a violation of contract or agency policy. If you have the opportunity, review the contract and/or policy with the member. If they are still adamant about filing a grievance, that is their right so please assist them to best of your ability. Again, if you

are unsure of contract language or policy, contact the union office for assistance.

Moving on. Metro negotiations are continuing at a slow pace. At times the pace is frustrating, but progress is being made. Honestly! Before you ask, money issues are reserved for the end of the negotiations.

Have you visited the 587(.com) website lately? Please do so because there is always some new information to be found tucked away on this site. For example, under the COPE column there is a list of the political candidates the committee is supporting during the current election cycle. Remember remember these are people who have shown their support of labor and transit.

There have been times when the COPE committee has chosen candidates that are at best a surprise to me leaving me to question their

choice. Then I remember that each year the COPE committee extends an invitation to ALL candidates to come before them for vetting. It is through this process that the candidate reveals his/her opinion about labor and transit issues. It is through this process that the final list of COPE supported candidates is compiled. The names of the members of all 587 committee members, including the COPE committee, is list on the website. So when you see a member of the COPE committee feel free to talk politics with them.

The International Convention (this is the annual equivalent of our monthly Charter meeting) is scheduled to kick off the last week of September. With a highly contested race for both the International President and Vice President positions this is shaping up to be a donnybrook. Look for a report in next month's *News Review*.

## Through the Life of Harry Bridges

“The struggle of man against power is the struggle of memory against forgetting.”

— Milan Kundera

Submitted by Al De Sart, North Base

**T**he above is a quote from the opening of the play “Warf Rats Lord of the Docks.” Through the life of Harry Bridges, I learned so much about the beginnings of workers’ rights (longshoremen specifically) and labor history—unionization. The story covers the US depression up to the ‘70s, including the McCarthy era and much more. Harry was on the cover of *Time* magazine twice and spied on by the FBI. The US spent 21 years trying to deport him without success and, as an Aussie immigrant, he spent his life making our Democracy live up to its promise of equality for every man. While watching this moving and inspiring play based on the struggles of the working class, especially the Longshoreman, you learn the harsh reality of what it took and how much was sacrificed for workers’ rights to gain the benefits that are so much a part of, not just the longshoreman, but everyone’s rights in the workplace today. Anyone who strives for fairness, honesty and equality in their own life and in the lives of everyone around them should seek out more history, not just union struggles, but those of many that believed in the above.

The above quote came to life one day after a call from my niece to help her sort out some newspapers

that her grandmother (my mom) had saved and left behind after her death over seven years ago. Another was from a 1959 *Life* magazine I had purchased back in 1987 while laying over.

The *Life* magazine dated November 2, 1959, feature an article “Why the high cost of health care.” I could have been reading an article published today—doctors blaming hospitals, hospitals blaming the high cost of doctors, and having to handle the uninsured and those with little insurance unable to afford quality health care. The article covered many aspects—the cost of education and advances of medicine as part of the costs. But what proves the above quote was that of business models that see profits as the end goal. Harry Truman knew that healthcare was an issue in 1945, but not until 1965 did Lyndon B. Johnson sign Medicare and Medicaid into law in an attempt to help those that could not afford or have insurance, including the elderly. Today we see what was written by a *Life* reporter in 1959 could have easily been taken from today’s headlines.

Second, The *Idaho Daily* newspaper, dated May 10, 1929, story, “Stock Market Loans Defended,” has the president of the NY Stock Exchange challenging anyone who is against

loaning the market money, saying “a curb on funds are deterrent to prosperity.” He continues on to say “the market is able to correct itself.” A mantra that many political powers preach and businesses believe today. Now some 81 years later, all workers are still paying a great price and have burdens in their daily lives for this antiquated belief. No less than 200 lobbyists hit the ground running to take any teeth out of financial reforms, year 2010.

Business models today, private or public, have adopted a philosophy of bottom line complacency. Complicated by decisions made with only a quick fix to the bottom line in mind and not seeing that cheaper is not always cheaper in the long run (van fixes come to mind) only to spend more or double what would have been avoided by seeing the big picture and not just quick unsubstantiated fixes for political gains or kudos at the water cooler. Or using old tactics such as someone on the news bemoaning “those overpaid operators.” Never mentioning how top heavy Metro is with management positions or that if services and routes are cut, then how do you justify the levels of current management.

Metro in my opinion has been traveling this bumpy road for years

now, throwing money at problems but never correcting them. The public has supported service through Transit Now and other taxes. Operators have given back via increased co-pays, along with dangerous cuts in recovery times, while punishing the riding public and jeopardizing safety with little to no recovery in some cases, the 358 route for example.

This type of business model, private or public, is destined to always repeat its past and fail only because it has learned nothing regarding the big picture. Cuts that come from the bottom only directly go against Metro’s own mantra, Safety, Service and Schedule, and again only have band-aid fixes on a much larger problem. Start with fare evasions. Eliminate ride free zones, arrest those that continue to feel ride free means the entire county, and truly seek stable funding. Start at the top of Metro with reductions, not the service that the public wants and needs. This would then show leadership and true caring for a system in dire need of direction. And to remember, “The struggle of man against power is the struggle of memory against forgetting.”

# The Financial Secretary's Report

## September 2010 Membership Meeting Report

By Paul Neil



### New Member Applications submitted to the ATU International in August:

Name	Employer	Position
NICOLE I. DELONEY	FIRST TRANSIT	DISPATCHER
MYRA S. JOHNSON	FIRST TRANSIT	RESERVATIONIST
RANDY T. BOWMAN	METROK.C.	RAIL SERVICE WORKER
JEANNIE A. CARTER	KC METRO	TRANSIT OPERATOR
THERESE GALES	KC METRO	TRANSIT OPERATOR
CHRIS HOLMES	KC METRO	TRANSIT OPERATOR
RASHAD M. JENKINS	KC METRO	TRANSIT OPERATOR
JOSH J. JONES	KC METRO	EQUIPMENT PAINTER
GALINA N. KUNTS	KC METRO	TRANSIT OPERATOR
ANDREY LAVRENTYEV	KC METRO	TRANSIT OPERATOR
TANYA L. MARTIN	KC METRO	TRANSIT OPERATOR
JAMES H. MCGUIRE	KC METRO	TRANSIT OPERATOR
PYARA S. RANDAVE	KC METRO	TRANSIT OPERATOR
SHAWN T. ROONEY	KC METRO	RAIL SERVICE WORKER
SHANNON M. SHAY	KC METRO	TRANSIT OPERATOR
RYAN E. WARNES	KC METRO	TRANSIT OPERATOR
TYLER J. ZIMMERMAN	KC METRO	TRANSIT OPERATOR

August total income was \$245,916.86 which is an increase of \$3,483.41 or 1.4% compared to last August.

Per Capita payments totaled \$56,514.80 for the month of August which is a \$428.75 increase over the same period last year.

Other bills for payroll, rent, legal, etc totaled \$150,506.61 which is a decrease of \$17,218.28 or 10.3% over the previous August. This amounts to a surplus of \$38,895.45 for the month compared to a surplus of \$18,622.51 for August 2009.

### My activities for the month:

Still proceeding with finding new office space. We are reviewing three

proposals currently.

Attended and worked at the BBQ. It was a great success.

Attended with all the other Full-time Officers KCMetro negotiations. Negotiations are proceeding as well as can be expected.

Attended JTA negotiations on August 9. Ludwig Becker is doing a great job leading these negotiations.

Attended a meeting at Central/Atlantic base on August 30 with members wanting to organize to support the contract negotiations.

Finalizing preparations for our delegation at the ATU International convention. Should be the most exciting convention in many years.

### Membership Meeting Report:

In the month of August 2010, we reported 17 new members to the ATU International. 15 are employed at METRO/King County and 2 at First Transit. This brings our total active membership to 4162. This is

an increase of 25 members compared this time last year when we had 4137 active members.

### Bills:

All financial figures are subject to the review of the Executive Board. In

## WORK SITE VISITS

Paul Neil, Financial Secretary, will be visiting various work sites during the month of October. Below is a list of times, dates and locations.

10/04	East & Bellevue Operations	4:00am-6:30am
	East & Bellevue VM	6:30am-7:30am
10/12	South Operations	2:00pm-4:30pm
	South VM	4:30pm-5:30pm
10/19	Central/Atlantic Operations	2:00pm-4:30pm
	Central/Atlantic VM	4:30pm-5:30pm

# Safety First

## From your ATU Local 587 Public Relations Committee

By Andrew Jeromsky, Executive Board Officer

**S**afety, Service, and Schedule are the by-words of Metro Transit. Unfortunately, the month of July saw a significant drop in on-time performance, and the upcoming shake up has even more schedule problems. In light of this, your Public Relations Committee would like to remind and advise everyone to keep *Safety First*.

**Don't try to maintain an impossible schedule.** If any (or all) of the runs on your route consistently lack sufficient break, running or deadhead times, let scheduling know. **FILL OUT THE BRIGHT GREEN OPERATOR'S SERVICE AND FACILITIES REPORT.** On the back of the report, under section D, find and fill out "Schedule Running Times." Mark a run card with your actual arrival times at each time point and attach it to the report. Please be understanding if your leader,

or the person you will be relieving runs late. Operations, Supervision, Customer Assistance and the riding public will all need to pull together to get through this.

**Don't let a bad schedule drive you to an accident.** Transit Safety regularly posts advice for drivers: "Always wait for the bus to stop before opening the front door, wait two seconds before proceeding at all stop bars, maintain 3-5 mph in turns, wait for passengers to sit down before proceeding, do not race yellow lights, beware of stale green, obey the speed limit, (SR520 is 50mph), and maintain proper following distance (four to six seconds) between the coach and the vehicle in front of you."

**Don't let a bad schedule drive you to illness.** A recent memo from Service Development indicates that schedules will typically be tighter

at the beginning of a trip, causing the average operator to run about 2 minutes behind schedule. *Being under constant time pressure causes stress.* Stress plays a significant role in the development of hypertension and heart disease, and has been linked to cancer. Operators already suffer from higher rates of heart disease, hypertension, diabetes, brain tumors, lung, stomach, skin, bladder and rectal cancer than the general populace.

**Don't let a bad schedule drive you to an injury.** Drivers endure significantly higher rates of degenerative disorders of the spine as well as repetitive stress injuries. Getting out of the seat at the end of each run can prevent or reduce insults to the spine, knees, wrists, and other parts of the body.

**Try to attend the monthly Regional Transit Committee meet-**

**ings and speak out during the public comment periods.** The PRC will be happy to provide talking points to anyone who is interested. The RTC makes recommendations to the KC Council about public transportation. Its meetings are held every third Wednesday at 3:00 PM in Council Chambers, on the tenth floor of the King County Courthouse (3rd and James).

**It's the audit,** and the King County Council's responses to it, that are the driving forces behind these schedule changes. **Ultimately, it is the public's response to these changes that will restore Service and Schedule to their previous levels.** As driving professionals, we must never compromise the public's or our own health and safety.

# The Recording Secretary's Report

By Brian Sherlock



## Communication, Control and Controversy

I visited a wonderful meeting at Central/Atlantic, on August 30<sup>th</sup> in the break room. In attendance were many Operators, a coordinator, two executive board officers, two full-time officers, and two stray managers worried about the prospect of open communication about transit, occurring at a transit base. It was great to hear the concerns of our members. First on the list were the schedule changes which attack all three of our agencies fundamental principals; Safety, Service and Schedule. The consensus was that a more effective assault on the core values of transit would be hard to imagine. *If your target is bad transit governance, the concept of adding more service while reducing dependability and safety, pretty well covers the sweet spot.*

Kudos go to Atlantic Base Supervisor Bill Burdick who was a delightful addition to the discussion, bringing decades of experience and compassion for the interests of our passengers and our members. He was welcomed while a Central Base manager instead sent an edict that an operator on report, waiting without an assignment in the break room, could not participate in the discussions occurring in that room. This shows ignorance of the rules of labor law and free speech rights. We have the right to discuss wages, hours and working conditions in non-work areas. The break room includes no buses, no bus stops, no

coach repair bays and, none of the hardware or software required to do the schedule changes harming all our fundamental goals. It is clearly a non-work area where free expression of concerns for transit should be welcomed. It was, in this regard, instead a crystal clear demonstration of the difference between good and bad management. One is inclusive, respectful and welcomes the ideas of employees looking for a better future for transit. The other fears the free exchange of ideas and covets control of those "beneath them."

Our Vice President from Maintenance has been under fire from Metro and more recently, from an individual Executive Board Officer who chose to negotiate against both Metro and our solidarity from within. That board officer has come to two membership meetings and apologized for being wrong in both fact and approach. However, this begs the question; was there any meat on the bones of his complaints?

As a Union, we face several foes. One is unfairness. Ignorance combined with self-interest is nearly always the cause. Another is aggression. Self-doubt and fear drive this bane of our daily lives. Greed caps this list of social demons driving the dark side of our work-a-day lives. Vice President Mac Adam has never displayed any of these traits. He has arrived in this newly created Union position, facing Metro's long

*It is never pretty when harassers or incompetents are exposed. However, it is far uglier if their demons are allowed to continue infecting the lives of the hard working employees they manage.*

history of these specters within vehicle maintenance, managers were too frequently chosen, not for their wisdom, but for their unthinking loyalty. Unfairness, aggression and greed too frequently took wisdom's place in managerial decision making. The core problems became more than an occasional failure of investigations and unjust discipline or the lack of wise and inclusive motivation from management. The problems became individual managers and the personal demons they were allowed to bring into the workplace as blind loyalty to those above dwarfed the importance of competence and fairness in dealing with those on the shop floor.

Vice President Mac Adam has faced these deep rooted cultural problems and demanded fair treatment of our members. I believe that

the hiring of Randy Winders to head VM is likely to be a huge improvement and has resulted, in part, from Don making the problems clear. Manager evaluations were a huge step in this direction. It is never pretty when harassers or incompetents are exposed. However, it is far uglier if their demons are allowed to continue infecting the lives of the hard working employees they manage. Those exposed will bitterly complain that they are being targeted. The resulting investigations will muddle along, but dishonesty will face the truth. Incompetence will face proficiency and the need to stand between our members and a managerial culture that accepted abuse will find our Vice President to have searched hard and found both a difficult path and the best choice for our members.

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LEGISLATORS  
WHO VOTE  
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**Beware of Goblins!  
Halloween is  
Sunday, October 31st**

# Police Officers and Transit Operators Have More In Common Than Not

Cherise Millhouse, Transit Operator, Ryerson Base

At our recent pick I was having a conversation with our Local 587 Recording Secretary, Brian Sherlock. I mentioned to him that I had been a police officer in Oregon for 8.5 years and a part time operator for five years. I said of the two professions, I found being a transit operator more stressful.

Like police officers, transit operators have regular contact with people who suffer from mental illness, people who are homeless, people who are intoxicated, and people who are gang affiliated. The difference is police officers get to deal with these individuals face-to-face and operators have these people sitting and standing behind them. A dangerous situation can arise without warning and as transit operators we may not be able to see it coming because our eyes are focused forward on the road. That is a stressful situation.

When I was a police officer working patrol, even on a day when I just went from one call to another, I had more down time than our full and part time operators have. Having time to regroup and be able to relax is critical. Like police officers, transit operators have to be constantly vigilant, looking on all sides of the bus prepared for the pedestrian who abruptly steps in front of your bus, or the cyclist who cuts in front of you, or the car that darts in front of your bus and then slams on their brakes. Paying attention to all of these potential hazards on top of

scanning your bus zones, pulling in and out of traffic, trying to stay as close to your schedule as you can is very draining. It is a stressful situation. Can I get a witness?

By the end of my police career I had no adrenalin, zero. So when I had a close call, say someone pointed a weapon at me or someone tried to assault me, the flight-or-fight mechanism that adrenalin provides didn't kick in. That could have cost me my life or someone else their life. It took me about two years after leaving law enforcement for my body to be able to produce adrenalin again. After driving part time for 5 years I once again am without adrenalin. I'm willing to bet a pay check there are other transit operators, who are also without adrenalin.

Police officers are responsible for peoples' safety, just as transit operators are. As an operator, when we are stressed out and mentally exhausted, we are more likely to have accidents...accidents that could lead to one or more fatalities.

For the last two shake-ups recovery time has been shortened, which means operators are not getting adequate time to get out of the seat and recover mentally and physically. This is unacceptable. Constructing run times is not a numbers crunching thing it is a potential life or death thing for operators, riders and other members of the community. King County Leadership needs to treat this issue with that reality in mind.

## President's Report, continued

Unlike recent negotiations, I am spending a portion of our negotiation budget on COPE and Public Relations committee activities. Committee members will be active in publicly supporting our positions and fending off attacks on our wages, benefits and working conditions. When you see committee members at worksites handing out fliers, know that their activities are integral in our negotiation process

and please thank them for their efforts. As we draw closer to October 31, the expiration date of our KCM contract, I will be announcing plans for increased political activity and, as required in our bylaws, a Special Meeting of the Union.

In solidarity,  
Paul J. Bachtel  
President/Business  
Representative

## WORK SITE VISITS

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

Oct. 4th	North Operations	4:00 am – 6:30 am
Monday	North Maintenance	6:30 am – 7:00 am
Oct. 18th	Ryerson Operations	4:00 am – 6:30 am
Monday	Ryerson Maintenance	6:30 am – 7:00 am
Oct. 19th	Central/Atlantic Operations	4:00 am – 6:30 am
Tuesday	Central/Atlantic Maintenance	6:30 am – 7:00 am

# THANK YOU

Submitted by the COPE Committee  
Judy Young, Chair  
Committee Members: Ray Mason,  
Linda Wells and Sara Franklin

*ATU 587 COPE (Committee on Political Education) would like to thank all our Union brothers and sisters who voluntarily contribute to COPE each month which helps to elect pro-labor, pro-transit candidates for local, state and federal office. The goal of the ATU 587 COPE Committee is to keep all our members informed and engaged with your elected officials who sponsor and support good legislation for working men and women in transit and their families.*

*Please visit the COPE web page regularly at [www.atu587.com](http://www.atu587.com) for events, announcements and legislative updates.*

# Bulletin

September 15, 2010

To: All Local 587 Members

From: Paul J. Bachtel, President /  
Business Representative

Subject: King County Metro Contract Negotiations Update

Negotiations are running at full pace. In addition to their usual duties, your Full-Time Officers, all of whom are on the Core Bargaining Committee, will be consumed with negotiations for at least the next month. Please have patience when trying to reach an Officer. In the last 30 days:

1. The Core Bargaining Committee is walking through the contract, paragraph by paragraph and line by line, reviewing each to determine whether either side has a proposal or whether each paragraph can be tentatively agreed to with current language. In any paragraph with at least one proposal by either side, we will negotiate a change in language, withdraw the proposal(s), or set the proposal(s) aside for later negotiation or interest arbitration.
2. Contract subcommittees are actively working on proposed changes to be forwarded to the core committee.
3. Metro has provided most, if not all, of the information requested by the Union's economist. I am now awaiting his evaluations.

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

5. The Core Bargaining Committee will be meeting three to four days per week through the month of October.
6. I will be scheduling a Special Meeting of the local as specified in our bylaws to take place on the first business day following expiration of the contract; Monday, November 1, 2010. At this meeting, your bargaining team members will brief those in attendance on the status of negotiations. I will post a special bulletin informing all of the time and place(s) of the Special Meeting.

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