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VOL. XXVII, NO. 2

The President's Report

It's All In The Timing

By Lance F. Norton



Lance F. Norton

THIS PAST JUNE ONE OF OUR members, a part-time Operator, had an accident. There was significant damage to both the passenger vehicle and our bus. There was also personal injury to the driver of the automobile. After the investigation by the Safety Department the accident was judged to be a severe preventable accident, resulting in the Operator's termination. A grievance was filed and a hearing was scheduled.

This Operator had an above average record in attendance, accidents, no customer complaints, no

P.R.s *and* was on the list to go into the next part-time to full-time class. At the conclusion of the hearing, a settlement was reached with a reinstatement agreement that the Operator would go through retraining, returning to work with the 24 accident points on his record and having to go two years without a preventable accident. There was no back pay and the Operator was eliminated from the opportunity to go from Part-time to Full-time.

End of story? Not quite! Throughout the investigation, the Operator maintained his innocence. He did not cause the accident. The actions of the automobile caused the accident. He filed for a re-read. A re-read that never happened!

The Rest of the Story

Fast forward to December. Our Operator had a minor preventable fixed object accident, dinged his right side mirror. Violation of the reinstatement agreement. In no time the paperwork is prepared for his termination. Our Operator says to his chief "I've never had my re-read on my June accident."

Following the timeline

Now let's go back and look at the sequence of events surrounding not having his re-read of the June accident. The initial request was made

by the Operator well within the required time after the accident was judged preventable. After being told he would have his re-read in July he was then informed that wouldn't be possible "due to scheduling conflicts because of summer vacations." It would be re-scheduled for August.

August came with no date for the re-read, and after inquiring our Operator was told Safety was again having "scheduling conflicts because of summer vacations." Safety, he said, "would get back to me." In September our member contacted me and asked what he should do. I suggested he see his base chief, requesting that his chief intercede

on his behalf. He did so and his chief told him "...he would look into it for me."

Does *anybody* work around here?

In November he went back to his chief and was told "...it slipped my mind, but I will refer it to the person sitting in for me." Apparently his chief was taking time off now. A few weeks later, after having the minor fixed object accident (clipped the right side mirror), our Operator went in to see the fill-in chief and asked if his regular chief had passed on the information regarding his request for a re-read. The fill-in chief didn't know anything about it.

continued on page 6

ATTENTION MEMBERS

The Minority Affairs Committee of Local 587 will host an informational table with ethnic cultural treats for all to enjoy!

Please join us just prior to the February Charter Membership Meeting • 7:00 p.m. at the Labor Temple • 2800 First Avenue, Hall 8

- ❖ Meet members of the Committee
- ❖ Learn some history of this Committee
- ❖ Enjoy some good food

All members welcome!

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The Month at a Glance

Executive Board Report

January 27, 2004

All officers were present.

The following business was conducted:

- Motion by Bruce Tiebout to donate \$500 to support the UFCW strike hardship fund in California.

- Motion by Chris Daniels to reward Mr. José Parada \$1,000 for his assistance in the conviction on the Albert Louie assault as well as his assistance to the Operator during the assault.

- Motion by John Bellinger to authorize Marc Auerbach's request for robo-call message from the

President on the monorail issue.

- Motion by Dee Wakenight that in view of the fact that there has been a complete and thorough investigation by several parties, including the Department of Labor, consistent with the findings of the DOL having found no justification, any and all election complaints are dismissed with prejudice and the 2003 Vice Presidential and Executive Board Officer Transit Operator Position #8 races shall stand as is.

- Motion by Chris Daniels to renew our membership with Jobs with Justice at a cost of \$750.

Business of the Membership

At the January 2004 cycle of membership meetings the following business was conducted:

- Motion to authorize the dues increase as outlined by bylaws.

- Request for arbitration for Brother Ron Griffin was approved by the membership.

The following members were January pot draw winners: Toby Joslyn at the Charter meeting, Joe Kadushin at the morning meeting, Troy McKelvey at JTA. CTS pot draw winner was Claire Schwartz. Rolling CTS pot draw of \$25.00 was won by Barb Clark. Congratulations Barb! Next month's CTS rolling pot draw will be \$25.00.

Corrections and absolutions

A note from the Editor:

In the January 2004 issue of the *News Review*, there were a few errors for which I must apologize. None were intentional.

In the Letters to the Editor section, The Man Everyone Loves to Hate, the author's name fell off the page in the process of layout and was not noticed. It was in no way intended to hide or protect the author, nor was there an intention of running the article anonymously as it is the Union's policy not to run anonymous letters to the editor. The author was Executive Board Officer Paul Bachtel. Interestingly enough, (subjective commentary to follow here, sorry...) the lack of an author probably generated more notice of the letter than had there been an author noted.

Last, but by no means least.

In the cartoon Viewpoints, there has been question raised on the name given the base chief. My sincerest apologies. This was an oversight. The name plate on the desk was to be removed and it was overlooked in the proofing process, probably because it was so small and well hidden among the rich detail of the strip. That and the fact that I am now 46 and wear bifocals. It was neither the intention of the strip's artist nor of the Editor for this character to depict anyone in particular within Metro/King County. In fact, the name was a literary reference to Herman Melville's Captain Ahab, who was so single-minded in his hatred of the whale that it blinded him to the deaths of his crew. Whatever connection each of you makes to the subject of the strip is your own. But it is not in anyway connected to any real person.

Tentative Agenda

Membership Meetings:

CHARTER MEETING
Thursday, February 5, 2004
8:00 p.m.
The Labor Temple, Hall #8
2800 1st Ave., Seattle, WA

MORNING MEETING
Friday, February 6, 2004
10:30 a.m.
The Labor Temple, Hall #6
2800 1st Ave., Seattle, WA

JEFFERSON TRANSIT
Monday, February 9, 2004
7:00 p.m.
Port Townsend Rec Center
Port Townsend, WA

CLALLAM TRANSIT
Tuesday, February 10, 2004
7:00 p.m.
Port Angeles Senior Center
328 E. 7th Street, Port Angeles

Among topics to be discussed:

Grievance and arbitration updates, status of MV contract negotiations, Department of Labor ruling on election challenges.

Unfinished Business:

There is no unfinished business for the month of February.

IN LOVING MEMORY...

He who has gone, so we but cherish his memory, abides with us, more potent, nay, more present than the living man.

—Antoine de Saint

Willard "Willie" Schoellhorn, retired Transit Operator, passed away December 30th, 2003. Brother Schoellhorn joined Local 587 in June of 1949 as a busdriver. He was a 50 year member.

Benjamin Patawaran, retired Equipment Painter, passed away December 27th, 2003. Brother Patawaran retired in May of 1997. He will be fondly remembered by friends and co-workers.

Eldon Wallmeyer, retired member, passed away January of 2004. Brother Wallmeyer joined Local 587 in 1937. No further information available.

William Henderson, passed away January 2, 2004 after a valiant battle with cancer. Brother Henderson joined Local 587 as a Part-time Transit

Operator November of 2000, and went Full-time in September of 2002. He was an active member out of Central Base at the time of his passing. He will be sorely missed.

Ival Hylton, retired member, passed away January 4th, 2004. Brother Hylton joined Local 587 in 1973. No further information available.

Clifford Duncan, retired member, passed away January 5, 2004. Brother Duncan joined Local 587 in July of 1973, and retired in 1988. No further information available.

Donald Meyer, retired member, passed away January 15th, 2004, after a valiant battle with cancer. Brother Meyer joined Local 587 in 1968, and retired in October of 1987. No further information available.

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

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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WEINGARTEN RIGHTS STATEMENT

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

Letters to the editor

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

Send letters to:

Jennie Gil, Editor
c/o ATU Local 587

News Review
2815 Second Avenue, Suite 230
Seattle, WA 98121

CISM is More than a Band-Aid

By CISM team member Ruth Wilson

AS YOUR KING COUNTY METRO CISM team we want to be "more than a Band-Aid." Our goal is to be available to help you through a critical incident. A critical incident is any work related incident that might cause you to experience unusually strong emotional reactions. They can have the potential to interfere with your ability to function either at work or later. Maybe you have witnessed an incident or been involved directly but think it didn't bother you. Maybe you notice (even days or months later) the scene keeps playing over and over in your mind or you find you are more irritable or cannot concentrate or sleep. These can be normal symptoms of stress from a critical incident.

If you feel you have been in a critical incident related to work your CISM team is available to you. We are your fellow work peers and can understand the stress that is unique to our work environment. We hope you were able to meet with us as we visited each base to explain more about our committee and give out our small first-aid kit.

If you have questions about what CISM is we have brochures at every base explaining our purpose. CISM stands for Critical Incident Stress Management. Every year the team members are trained at

CISM conferences and we have ongoing certification in CISM to be more helpful to you. This is an international organization and there are many teams for the Firefighters and Police. King County Metro's CISM team was one of the first to represent Transit in our area and as a new team member I am proud of the pioneering work done by the original members of Metro's CISM team. They hold true to the proper procedures and when I have attended the training conferences many, including teachers, speak highly of the King County Metro Team. One of our team members, Linda Davidson, was elected member-at-large to serve on the Board of the Washington CISM Network.

The training we receive is invaluable and we thank the Union for sponsoring our training. I have served on many committees at Metro but this is one I am most honored to serve because it has such a direct positive effect for our fellow peers. I hope you know the CISM team is here for you ...24 hours a day. You can request a debriefing through our phone line 206-263-3761 or through your chief. You will be paid for your time in a debriefing.

Remember...CISM IS more than a Band-Aid.

What's all this Talk about Planks and Platforms?

By Executive Board Officer Dee Wakenight

HOPEFULLY WE ALL KNOW THE basics of building, you have to have a foundation on which to build. Our political process is structured the same way. Step one: gather materials, also called planks. Precinct caucuses are the method of choice for gathering materials. Neighbors gather together to discuss common concerns and/or ideas, with the thought in mind that more investigation and insight could bring about a solution, such as perhaps single-payer health care for every resident of the state of Washington.

On February 7th all over the state, precinct caucuses will convene at the same time for the purpose of determining the course of the future platform of the major political parties. When enough participants bring the same concerns to the caucuses these concerns in turn become planks, to possibly become part of the platform for the affected party.

Precinct caucuses are only avail-

able once a year. Presidential election years are the most exciting, as there exists the possibility of seeing your idea make it all the way to the national political party convention floor. Also at the caucus you may have the opportunity to meet your precinct committee officer (PCO) or perhaps you may even decide to become one. For more information and/or locations, call your county political party office. Those living in Seattle would need to contact the King County Democrats or Republicans for meeting locations. Don't assume that you know where the meetings are going to be held. One call can save you a trip and insure that you are able to participate in our political process. Opportunity abounds. This may just be the year you get involved in politics. There is an old French proverb, those who do not get involved in politics, are undone by it.

Let's get busy with that new deck, where are the planks so we can get to work on that platform?

ARBITRATION UPDATE

- Kenny McCormick:** Grievance failure to follow FLSA requirements for travel time for board/report/ATL operators. Grievance being held in abeyance while issue pursued in court.
- Les Hoffman:** Grievance performance report regarding ADA stop-calling policies and procedures. Arbitration scheduled but postponed, awaiting dates for January or February pending settlement discussions.
- Ali Radboy:** Grievance termination due to severe accident. Arbitration sessions completed in November. Decision pending.
- Kelly Venable:** Grievance disqualification from SIT recruitment process due to use of an earned benefit. Arbitration originally scheduled for January 16, 2004, rescheduled for May 5, 2004.
- Janice Kennison:** Grievance termination from Seattle Personal Transit due to violation of company no-smoking policy. Arbitration held January 7th, 2004. Decision pending.
- Derek Moore:** Grievance disqualification from full-time due to counseling PR. Arbitration originally scheduled for December 16 and 17, 2003, rescheduled for February 19th, 2004.
- Vince Lee:** Grievance improper procedure for upgrade to temporary position. Arbitration scheduled for April 26, 2004.
- Dana Cormeier:** Grievance termination due to alleged falsification of time entries. Arbitration scheduled for March 1 and 2, 2004.
- Ron Griffin:** Grievance improper separation from the position of Equipment Service Worker. Arbitration approved at the January cycle of membership meetings. Schedule pending.

SAVE THE DATE!

Summer School for Union Women

June 23-27, 2004 • Olympia, WA

The Labor Center will host its 15th Annual Summer School for Union Women in June and invites your participation.

Find your Voice • Become inspired
Learn by doing

Make great connections • Have Fun

We are the leaders we have been looking for!

Scholarships available through the Washington State Labor Council

Women's Committee,
or by contacting Lucilene Lira,
Women's School Coordinator at:

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Letters to the Editor...

Snow Storm Fallout

Dear Editor:

I feel we can do better in serving our riders during a snow and ice storm. During our recent storm — what was the problem? To me, it's obvious — we lacked the "trac-

tion" we needed to "go" and to "stop" — safely! This will never be solved only by an attitude that "we did our best!"

Let's get real here! We need chains that can match our driving needs. This can never be achieved by only one type of chain because

our roads are not all the same.

With this in mind — my solution is as follows — We should divide up our "service area" into several different "traction needs." As a result, under these conditions, our regular schedules and routes would need to be changed. How could this best be done? My suggestion is that we need to create "shuttle routes."

These would be different from our current "snow routes," which would require the same bus to drive thru a mix of different traction areas. This has created problems in the past. "Shuttle routes" should be determined by traction needs, such as — "no chains," "cable chains," or "heavy chains."

To make this new program work, we will need to position special crews at the borders of each shuttle boundary. These crews will be equipped to deal with the traction needs of each

bus. Supervisor service vans could be used to move drives to and from these special "shuttle areas" and to their bases if needed.

Obviously, this new system would require riders to transfer buses at the borders of each new "traction area." But this system should give more reliable service than our present system. Hopefully the increased ridership should cover any extra cost.

Work schedules and breaks would need to be adjusted and developed to meet this new system.

So, there you have it — my ideas to better server our riding public during severe winter driving conditions. The details I leave to our management, political and Union leaders to make this proposed system a reality!

*In solidarity,
Nils Erickson #1870
Retired*

SEND IN YOUR OPINIONS

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

Jennie Gil

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NOTICE TO ALL READERS

*Views and
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expressed in
News Review
articles are those
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official position of
Local 587*

ATU Good Will in Nepal: Chhaling School

By Bill Clifford

AS A MEMORIAL TO A FRIEND, ATU members Kam Chan, Glen Haengge and I helped raise half the money needed to build a village school in Chhaling in the Bhaktapur district of Nepal, about 20 miles from the capital, Kathmandu. Eric Metcalfe was an avid skier, climber and traveler and he especially loved Nepal, so that's where his mother elected to establish the memorial. She learned of Room to Read, an organization founded by a young Microsoft retiree, which has built more than 50 schools in Nepal and is now also working in Vietnam, Pakistan and Cambodia.

Room to Read concentrates on building schools in underserved areas and especially in making education available to girls. The selected villages must provide a matching amount of money, as much volunteer labor as is practical and a fair share of the organizational work. While it is much harder for poor villagers to raise money than it is for Microsoft retirees with large stock portfolios, Room to Read has found that the practice of self-organization often helps these villagers confront other problems that arise in the future.

In October, eight of Eric's friends and family left for Nepal. As I was getting ready to leave, President Norton decided that Chhaling should have some evidence of ATU's goodwill, so he gave me a large bag of ATU-logo pens. I was surprised

to learn that pens are one of the top three things children in Nepal request from tourists (candy and money are up there, too, followed by requests to be adopted).

On October 14 we were greeted at Natashwori Primary School by shy, smiling youngsters in blue uniforms. They presented each of us with a mala—a garland of marigolds. The school is perched halfway up a ridge overlooking verdant rice paddies. In the bright tropical sun the school sits very colorfully among the traditional mud brick buildings of the village. In addition to the 65 children, we met dignitaries from the Nepali government, Indian educators who were curious about the construction techniques, the village school committee and many, many parents and relatives. Unfortunately none of us could understand most of the two hours of speeches that followed, because they were in Nepali. But we recognized many references to the Nepali royal family, the thanks ("donyabhat") to all the contributors and the considerable pride and happiness in the fact that poor farmers could have such a substantial building for their children to learn in. Eric's sister, Janel, raised enough money to buy for uniforms for all 65 children, about \$3 each. The Chhaling village school committee was delighted with the ATU pens and decreed that they would be given only to the fourth graders (the



Seattle contingent to the school dedication receives plaque for their donations that built the school. The group is made up of relatives, skiing, and hiking buddies of Eric Metcalfe, in whose memory the effort was dedicated. Back row is Erik Hall, Camille Siders, Kam Chan, Matt Ward, Kris Fulsaa, Jane Metcalfe. Front row is Janel Metcalfe and Bill Clifford (in lounge lizard costume).

school teaches first through fourth grades). So the uniforms and pens (and pencils from another source) were distributed to the children at the close of the ceremony.

In Chhaling, earthquakes are likely to be a major problem. The last major earthquake in the Kathmandu valley was in 1934 but the area is 400 times more likely to have a devastating earthquake than Kobe, Japan. Nepal is where the Indian tectonic plate butts into the Tibetan plate, which is why the highest mountains in the world (the Himalayas) are growing there. So Room to Read engineers de-

signed a two-story, eight-room masonry school which should survive a 9.0 earthquake, far higher than the current (and generally un-enforced) building standard.

Another problem confronted in Room to Read projects in Nepal is that suppliers often try to substitute substandard materials. In Nepal, contracts and court rulings are virtually unenforceable and most large businesses, such as construction material suppliers, are connected to powerful political interests. Room to Read trained the Chhaling village school committee

continued on page 5

Who Will Speak for American Workers?

By Bill Duroe, ID 1908

Editor's Note: This is the second part of a four part series *Brother Duroe* composed on politics and the American Worker. Members who did not see the first part and are interested in following the essay in its entirety, please contact the Union office for a copy of the January News Review.

Part II

THOUGH A MINORITY COMPARED to the flacks of the New Economy, there are an increasing number of economists, investors, journalists, and business leaders who see the hollowness of the Post Industrial Economy and the absurd policies which both generate such unsound thought and proceed from it. As my unease at the direction of our economy grew, I began to notice writers sharing that anxiety — most notably the articles and books of James Fallows. Most of the particular arguments of this essay I found in three recent books that you may have read. These are:

America's Forgotten Majority by Rudy Teixerias & Joel Rogers; *In Praise of Hard Industries* by Eamonn Fingleton; and *The Selling of Free Trade* by John R. MacArthur.

In *Forgotten Majority* the authors discuss in painful detail how the Democratic Party has steadily lost ground in elections over the past 30 years. The core of this failure has been the loss of support among the white working class. White voters are the focus of *Forgotten Majority* because all the large minority groups already vote Democratic by big margins. This

white working class is roughly defined as all white voters with less than a college degree. **The white working class comprises 75% of white voters. Eighty per cent are high school graduates with moderate incomes. Most work in low-level white collar or service jobs (83%) rather than manufacturing (17%). The white working class voters comprise 60% of suburban voters and 33% of urban voters.**

Historically, the white working class benefited most from the economic policies of the Democratic Party's best years from the 1940's up to the 1970's. They were on an up escalator of income growth that made them the first working class group in history to move solidly into the middle class. What is not often noted is that this period (1940–1970) had much greater economic growth than the '90's. This comparison argues that worker prosperity is a better engine of growth than tax breaks for the wealthy or a booming stock market.

A correlation harder to define yet just as evident is that general prosperity and optimism foster social progress; or conversely, economic decline fuels polarization. Since the '70's American politics have gotten meaner as the economic position of white working class has steadily deteriorated — economically secure voters don't support more prisons or capital punishment. This economic fall of the white working class would have been even harder had it not been for more wives working full time and both spouses working

longer hours. The bonds of the white working class to the Democratic Party were weakened by traumas of the Viet-Nam war and the racial polarization of the late '60's and the '70's.

The 1970's also brought shifts in America's economy in many factors:

1. Effective foreign competition in manufactured goods from Japan & Germany,
2. Increasing dependence on foreign oil,
3. Inflation/stagflation caused management/investors to push harder on wages, move production, and shift to non-manufacturing investments, and,
4. The decline of legal discrimination against black Americans permitted a growing black working class to better compete with the white working class for a declining number of manufacturing jobs.

All these factors both reduced the economic prospects of all American workers while it fed economic conflict between black and white workers. There was substantial racist feeling in the '70's among the white working class but that has diminished sharply in the age groups coming to adulthood since 1980.

From their declining economic fortunes the white working class has inferred, not inappropriately, that the Democratic Party was do-

ing nothing to get the down escalator moving back up again (or did not know how). The white working class expects vigorous policy intervention akin to their experience in the 30's, 40's & 50's. Bill Clinton in '92 tapped those feelings by talking of the negative economic trends of the 80's — increasing income inequality, declining real wages, & stagnant incomes — promising to reverse them by infrastructure investment, worker training, universal health care, and curbing globalization to safeguard American living standards. Once in office Clinton turned his back on all American workers by working overtime to pass NAFTA. His inept health care proposals were, in part, as bad as they were because the enormous NAFTA effort by the Clinton administration denied resources and attention to health care legislation.

In 1994 the white working class turned decisively against the Congressional Democrats, giving control of both houses to the Republicans. The rest of the Clinton years were aptly characterized as "a full body pander to the priorities of the GOP and the wealthiest 10% of American families." Al Gore's 2000 campaign was a pathetic attempt to re-tailor the Clinton record into the costume of "Populist Al — Friend of American Working People." How well that sold can be assessed in the fact that white male voters earning under \$75,000 went for George W. Bush by a 23-point margin! Those are precisely the voters whose economic interests correspond to ours in the AFL/CIO.

Chhaling School, continued from page 4



ATU 587 members Bill Clifford and Kam Chan pose with plaque from the Chhaling School Committee.

PHOTO SUBMITTED BY KRIS FULSAAS.

in inspection techniques so that no substandard materials would be accepted.

Room to Read recruited three masons and trained them in this new use of mostly local materials. These in turn trained seven apprentice masons in the Chhaling area. Since the major construction of the school was completed about a year ago, these seven apprentices have contributed to building three private buildings using this new earthquake-resistant construction technique. Room to Read estimates that each new school they build introducing this technique results in 15 buildings being built with the same technique within five years. The school is built with 30-cm (12-inch) walls with concrete posts and beams full of reinforcing bar.

Such a school will be more



Bill Clifford's partner Kris Fulsas distributes pencils and uniforms at the school dedication in Chhaling.

PHOTO SUBMITTED BY KAM CHAN.

attractive to teachers than their old building. After the ceremony we walked up to their old school, which is only 20 years old. Its four small rooms are built of unbaked mud brick with no mortar. The floors are bamboo with rammed earth on top. Every time someone in the second floor moved, dust showered down on the first floor. Dark and dirty, its walls are already cracking at the lintels without any earthquakes. The whole

build shuddered when a large truck drove by.

The main problem with participating in a project like this is that it just scratches the surface of the need. In our further travels we heard some criticism of building a school in an area with such great resources! The more remote villages need schools, too, so the next target appears to be Deurali in the Dhading district, a full day's walk from the nearest road.

President's Report, continued from page 1

Re-read? We don't need no stinking re-read!

Four weeks later he was told "you're relieved of duty, you must see your chief." He goes in to see his chief who informs him "...the accident you had a month ago was judged preventable and this is a violation of your July reinstatement agreement, therefore you're relieved of duty and placed on paid leave until the situation can be resolved." Of course our member was concerned as he correctly surmised that if Metro was looking at this as a violation of the July reinstatement agreement (no preventable accidents for two years) he would probably be facing termination. Once again he says to his chief "you know I never had my re-read for my June accident."

In order to not delay the scheduled termination longer than necessary, a re-read for both the June severe preventable and the November minor mirror accident was scheduled for the NEXT DAY! (Slam dunk! Let's just get this over with!) The panel at a re-read consists of the Safety Officer, a management chief, and a Union representative. It takes two from the panel of three to vote non-preventable to overturn the preventability. The June severe preventable was presented first.

His Day in Court

I will now quote from the letter that I requested the Operator send to me on what transpired at the re-read:

*"The Safety Officer led the meeting reading all the material that was in the file with the chief and the Union representative asking for clarification as was needed. The Safety Officer summarized the re-read with his opinions of the matter. He made it **VERY** clear that this was a preventable accident. This was of course, **BEFORE** I had the opportunity to present the information that I had brought to share with the committee.*

I then went through the accident step by step, from my first hand experience, when I summarized my thoughts, I stressed that there wasn't anything else that I could have done to prevent this accident from happening. I was asked to leave the room while they reviewed the information and made a final decision on this matter. My stomach was in my throat while I waited in the hallway. Finally the Safety Officer came out to me in the hallway and said that the committee had reversed the initial decision. As you can imagine, I was overwhelmed.

If the Safety Officer had left the matter alone at that point, it would have been best. Instead he used this

opportunity to reprimand me in the hallway. He spoke loud enough that the Safety staff inside the office were aware of the conversation. He made it very clear how he felt about their decision. His words included, '...you should never have made that turn. There wasn't any reason for you to do so,' and '...The only reason that they reversed the decision was because they felt sorry for you and it's Christmas!'

He went on to say '...they have done the company a grave disservice today.' He made several other statements as well, but I was overwhelmed by this point and cannot quote him exactly. I was very embarrassed by this reprimand that occurred in the hallway. It occurred in a place with others aware of the situation. I felt demeaned by his statements.

I felt that I had come prepared to the meeting with information that was backed by eye witnesses on the bus. I did my very best to make the committee understand what happened from my point of view. I felt the committee made a decision that they could stand by.

When I went back into the meeting room, I asked the chief and my union rep what I had done to make him so angry with me, (I felt that I had been personally attacked in the hallway). I was so shaken by this time that I burst into tears in front of these fine ladies. I told them what had occurred in the hallway. The chief stated she would follow up on what occurred.

The union rep did her best to calm me and indicated that the Safety Officer had 'raised his voice' to them as well while they were deliberating on the matter. Needless to say, the outcome has changed me. I look forward to work each day instead of wondering 'is this the day that I will be terminated?'

Postscript:

The second re-read (right side mirror minor accident) was upheld as preventable. The Operator returns to work with the first 24 points for the severe preventable removed from his record. That accident is now recorded on his record as a non-preventable. He will be getting a check for approximately twenty days of back pay, as well as all accruals being reinstated.

I will be having a meeting with the Supervisor of Transit Safety regarding the conduct of the Safety Officer. If any of our members had conducted themselves in this manner they probably would have been charged with gross misconduct! In all cases I expect our members to be treated with respect and not be humiliated and demeaned in any way, shape or form. And unlike the Safety Officer who had no problem embarrassing our Operator in front of other people, neither myself nor this Union will publicly embarrass this Safety Officer, and he/she shall therefore remain nameless.

Regards to all...
Be Safe
LFN

Local 587 Mobilizes for Monorail Rally

Submitted by the ATU 587 Monorail Committee, Marc Auerbach, Chair

THE SEATTLE MONORAIL PROJECT has a plan to contract out operation of the new monorail system to large corporations — basically privatization. The agency wants to use a new type of contract called Design-Build-Operate-Maintain (DBOM). Under DBOM one group of companies is hired to build the system and operate it. The new monorail won't have any drivers on the trains but there will be plenty of jobs in Vehicle and Facilities Maintenance, Control Center-type work, customer service and security.

A partnership of Washington Group International and Fluor Corp. will compete against Bombardier for the operations contract.

Monorail Privatization threatens our wage and benefit standards.

After they finish the Green Line, the Monorail Authority wants to build four more lines throughout the city. As public transit workers, monorail privatization threatens our wage and benefit standards. At contract time we will be compared to privatized Monorail employees. And private transit contractors are notorious for cutting wages and benefits to raise profits. On the Hudson-Bergen Light Rail DBOM in New Jersey, train operators have no pension and they are paid \$3.50 per hour less than

public light rail operators at New Jersey Transit. The Hudson-Bergen is run by Washington Group International.

Contracting out will mean higher taxes and higher fares.

Contracting out costs more. The contractor has to make a profit somehow and it will come out of higher taxes or higher fares, or both. Plus, it costs a lot for a public agency to oversee the work of private contractors. The transit agency in British Columbia looked into setting up the new Millennium Skytrain line as a DBOM and discovered that it would cost them \$3 million more per year to have Bombardier run it. Under the proposed Green Line DBOM, the contractor would be paid the same annual fee no matter how many people ride the system. Fares and taxes have to be high enough to pay the fee. In New York City, the fare on the new JFK AirTrain DBOM is \$5.00. The fare on the Las Vegas Monorail DBOM is going to be \$3.00 (or \$5.50 round trip).

Public transit is the proven choice.

We have had public transit in Seattle for more than eighty years and it works. Most new rail transit projects in the country are being opened successfully under public operation. In Salt Lake City, employees of the Utah Transit Authority were trained to start up the new light rail system. In Minne-

apolis, the existing bus agency won a competition to operate the new light rail system. Sound Transit is going to contract with Metro to run

light rail in Seattle. The Seattle Monorail Project could operate the system directly or hire Metro to do the job.

Public Transit is the Proven Choice.

SAY NO TO TRANSIT PRIVATIZATION!

**RALLY
FOR A PUBLIC
MONORAIL**

**Wednesday, Feb. 11 at 6:00 PM
1913 - 4th Avenue (north of Stewart).**

The Seattle Monorail Project Board of Directors is meeting to vote on a plan that would contract out operation of the proposed Green Line monorail to private companies. We need to send a clear message: "Keep Transit Public in Seattle"

*Sponsored by ATU 587
and Washington State Jobs With Justice*

**For more info go to:
www.publictransitworks.org**



Paul L. Griffin

The Financial Secretary's Report

Grievance Arbitration Assessment for 2004

By Paul L. Griffin, Fin Sec/Treasurer

LAST MONTH'S COLUMN DISCUSSED the Grievance Arbitration Assessment. This annual event is required by our ATU International Constitution and Local Bylaws. The article included a presentation of all the Grievance/Worker's Compensation expenses, itemized by member. Some members seem to have missed it, and as the deduction is to be taken in the pay-

check to be issued February 11th, it seemed prudent to rerun this article.

The total expenses for year 2003 was \$228,224.38. As of the end of December 2003 we had 4060 active members. Dividing and rounding down to an even number the Assessment per member to be taken in the year of 2004 will be \$56.20. This will be assessed in two pieces. For the members em-

ployed by Metro the first half will be taken on the paycheck issued on February 12th, and the second half will be taken August 12th. Each half will be \$28.10. For those members working at the smaller transit providers the assessment will reflect their payday patterns.

There is one arbitration that resulted in an interesting twist. Note the "Tanner" arbitration is a negative number. The arbitrator

decided that Metro must pay our expenses of pursuing the arbitration. Metro paid over \$19,000 in 2003 for expenses incurred in 2002. However, in 2003 we continued to incur expenses as King County Prosecutors Office was/is unable or unwilling to fully and completely abide by the arbitrator's decision, so the march goes on. They can expect another bill in 2004.

ATU Local 587 • Assessible Grievance and L&I Expenses

January through December 2003

Income	0.00		
Expense			
Payroll			
Executive Board Officers Wages			
3-Grievance Arbitration			
3-Nowlin Arbitration	409.96	Young, Aaron L&I	140.00
3-Radboy Arbitration	5,549.94	Michaels, Morgan L&I	946.75
3-Hunter Grievance Arbitration	99.18	Leaf, Kerry L&I	140.00
3-Becerra Griev Arbitration	1,000.52	Stack, Jim L&I	54.00
3-McWilliams Greiv Arb	354.56	Daniels, Sheila L&I	1,408.23
3-Grievance Arbitration - Other	47.08	Farr, C.J. L&I	1,636.89
Total 3-Grievance Arbitration	7,461.24	Clinton-Blanchard, Mari L&I	759.40
Total Executive Board Officers Wages	7,461.24	Burr, Michael L&I	918.05
R&F Members Wages		Little, Dan L&I	36.00
4-Grievance Arbitration		Goodman, Raymond L&I	630.22
4-Radboy Arbitration	329.51	Madsen, Joan L&I	286.73
4-Becerra Griev Arb	1,564.48	Buchanan, John L&I	36.00
Total 4-Grievance Arbitration	1,893.99	Hockett, Kelly L&I	2,425.27
Total R&F Members Wages	1,893.99	Burr, Mike L&I	12.00
Total Grievance Arbitration		Lynch, John L&I	0.00
Related Wages Paid	9,355.23	Loveheart,4-13-03Frenchie L&I	474.47
Grievance Arb Direct Expenses		Lo, Jen L&I	12.00
Grievance Arb direct exp (Roch)	433.79	Griffin, Ron L&I	2,426.89
Grievance Arb Direct Expenses - Other	355.35	Naylor, Terrie L&I	1,364.10
Total Grievance Arb Direct Expenses	789.14	Folder, Janine L&I	3,428.92
Total Direct Expense	789.14	King Linda L&I	960.21
Legal		Cotterill, Chuck L&I	416.31
Worker's Compensation		Boyd, Kellee L&I	244.48
Peterson, Ron L&I	252.00	De La Guardia, Maurice L&I	51.18
Mahamud, Hassan L&I	154.00	Alva, Alfred L&I	1,707.51
Gilge, Sharlene L&I	726.85	Atterberry,12-31-01 Ronald L&I	76.23
Zafiroopoulos, John L&I	379.92	Bridges, Kathleen L&I	936.95
		Bader, Lynn L&I	531.10
		Barquet, Rickie L&I	0.00
		Beatty, Laurie L&I	62.28
		Bellipanni, Cathy L&I	210.00
		Berry, Brenda L&I	1,656.93
		Boyd, Kelee L&I	-113.33
		Brice, Deborah L&I	1,636.34
		Browning, Cynthia L&I	868.59
		Calija, Mark L&I	725.83
		Farr, Corinne L&I	365.26
		Christman, James L&I	2,156.94
		Clack, Betty L&I	1,790.63
		Cole, Michael L&I	505.46
		Dailey, Terrence L&I	321.23
		Diehl, Robyn L&I	2,076.91
		Donalds, Catherine L&I	0.00
		Gendron, Tammy L&I	168.00
		Howard, Shawn L&I	478.75
		Jeromski, Andrew L&I	348.36
		Ghoddousi, Fereydun L&I	399.00
		Gleason, Rick L&I	565.31
		Guiton, Ray L&I	148.80
		Haskins, Mike L&I(3-31-03)	465.31
		Hebrank, Suzanne L&I	128.24
		Koons, John L&I	1,778.31
		Kroh, Ted L&I	548.64
		Mathis, Porter L&I	412.31
		McKinion, Booker L&I	1,130.65
		Miller, Jerene L&I	206.28
		Miller, Victor L&I	500.15
		Minerich, Richard L&I	185.85
		Mitchell, Billy L&I	3,501.61
		Mobley, Paul L&I	944.53
		Reese, James L&I	541.06
		Russell, Nicole L&I	242.33
		Schwartz, Claire L&I	1,458.77
		Sheppard, Jenna L&I	183.05
		Simmons, Ken L&I	1,521.43
		Sloan, John L&I	139.14
		Taylor, Eduardo L&I	921.21
		Wells, James L&I	0.00
		Williams, Rogene L&I	308.70
		Wilson, Diana L&I	833.38
		Total Worker's Compensation	53,894.90
		Arbitration (Grievance)	
		Griffin, Ron Arbitration	1,050.00
		Moore Arbitration	1,802.50
		Zingleman Arbitration	360.00
		Kennison Griev Arb	2,550.00
		McMillon Arbitration	4,275.00
		Kenison Griev Arb	210.00
		Galstad Arbitration	4,838.50
		Radboy Arbitration	102,006.96
		McWilliams (03) Griev Arb	10,137.50
		Nowlin Arbitration	12,139.00
		Archer Kahn Arbitration	15.00
		Hoffman Griev Arb	2,850.00
		Williams, Bryan Griev Arb	3,615.00
		Rucitango Griev Arbitration	9,608.11
		Hunter Arbitration	1,675.00
		Becerra Griev Arb	22,359.00
		Karpenko Griev Arbitration	45.00
		McCormick Forfeit Arb	0.00
		Simpson Arbitration	744.04
		Tanner, Frank Griev Arb	-16,095.50
		Total Arbitration (Grievance)	164,185.11
		Total Legal	218,080.01
		Total Expense	228,224.38

UPCOMING AT LOCAL 587

FEB. 3 – Nominations for Shop Steward for Operations and Vehicle Maintenance close.

FEB. 12 – Shop Steward elections for Operations and Vehicle Maintenance worksites, as needed. Please see your bulletin boards for information on your worksite.

FEB. 18 – Close Chief Shop Steward nominations for Operations and Vehicle Maintenance.

FEB. 24 – Executive Board meeting.

FEB. 26 – Facilities Maintenance pick.

FEB. 27 – Final Shop Steward list for Operations and Vehicle Maintenance posted.

MARCH 1 – Vehicle Maintenance vacation pick.

MARCH 1 – Open Shop Steward nominations for Facilities Maintenance employees.

MARCH 13 – Facilities Maintenance new shakeup begins.

MARCH 16 – Close Shop Steward nominations for Facilities Maintenance employees.

MARCH 23 – Executive Board meeting.

MARCH 25 – Facilities Maintenance Shop Steward election, as needed.

MARCH 26 - 28 – ATU Latino Caucus Executive Committee meeting, hosted by Local 587.

MARCH 30 – First Line Supervisors pick.

The View From the Buses

By John D. Love

SIXTY-TWO YEARS AGO ON THIS date, [the date of this writing], December 4, 1942, I was sworn into the U.S. Navy. That was a long time ago and a whole bunch of water has passed under the bridge since then. I spent four plus years in the Navy and would not swap the experience for any thing. On this same date sixty-two years later I was having dinner at the Doubletree Suits with about 100 Transit retirees. The occasion was the annual Christmas dinner hosted by Local 587, the bus drivers union. I had the most fun at the dinner than I had when I entered the Boot Camp.

My wife and I were enjoying an outing with our son and we were having dinner at Spiro's on Aurora Ave. & North 175th St and we came face to face with **Emilio Perez**, a retired Service Supervisor. Emilio has been retired for several years and appeared to be doing well. I had not seen Emilio since I retired in 1987. It is always fun to run into fellow workers.

The South end breakfast has really turned into a very big breakfast. On the 17th of January we had 21 souls in attendance at Denny's in Burien. There were fellows that I had not seen in over 15 years. **Al Ramey** is responsible for the success of this function. He is a real go-

getter when it comes to putting things like this together. On January 20th Al chaired a group of Public Transportation Historical minded folks in the Burien Library. A video was shown on the streetcars of the Northwest. It was very interesting. This group is just being formed and they have elected a board of directors and it appears that they will be collecting memorabilia. I spent about 45 minutes looking at photos of the various streetcar properties of the Northwest. If you are a collector of memorabilia of transportation and want to donate it to this group you can contact **Al Ramey** at 206-243-8504.

I have received a note from **Curtis and Sara Hicks**. They were in Escondido, California and had been visiting with **Tom and Mary Lile** the day before. Curtis and Sara left Seattle on the 10th of January and missed all the snow by traveling down the coast via Highway 101.

TAPS

The "In Transit" magazine list the following Memorials were awarded by the International ATU: **Venice Conner, Ethel Dickerson, Robert Helms, Lavona Mead and Earl C. Peery**. The only one I recognize is **Earl Peery**. The others I would assume

that they were active and started at Transit after I retired.

The following retirees passed away in 2002: **Richard V. Bartlett, Raymond L. Benson, Victor A. Mroz and Lydia R. Walburn**. I believe Lydia was a beneficiary. Richard retired in 1995 and was 74 years old. Raymond retired 1975 and was 89 at his passing. Victor retired in 1976 and was 86 years old at his passing. Lydia was 82 years old at her passing.

I have received a note from **Stan Radford** informing me that **Chuck Taulbee** passed away on December 5, 2003. Chuck was 78 years old, and was thirteen days short of his 79th birthday. He retired on December 10, 1990. During Chucks' career he was an operator, cashier, Jr. Inspector and Sr. Inspector. I have received several notes commenting on Chuck Taulbee's passing. Chuck was well liked and knew his district like the back of his hand. Chuck was ahead of most of us as he was tuned in on the computer well before the rest of us. He also had the very latest scanners that he carried with him to monitor other radio systems in order to stay ahead of any problems that affected Transit routes and schedules.

As the last days of this year

came and went we lost two more members. The first one that I heard about was **Willard (Willie) Schoellhorn**. Willie suffered from Alzheimer's and several other problems. He lost his way on the 26th of December and his body was recovered on the 31st of December about two miles from his home in Arlington. Willie was seventy eight years old at his passing and retired January 1988.

The second passing I heard about came from the Seattle Times on the 31st of December, and that was **Carl F. Owens**. Carl passed away on the 28th of December and was sixty-seven years old. Carl retired January 29th 1994.

I also heard that **Ben Patawaran** has passed away. The only information I have on Ben is that he retired not too long ago and that he was in Vehicle Maintenance.

Our sympathies go out to those families that have lost loved ones. We should remember that the survivors need support in their time of sorrow and we should extend that support to the best of our ability.

Keep in mind, if you have news you want to share with others E-Mail me at—**Dennerle1@juno.com**

That's all for now.



Jennie Gil

IN THE LAST FEW MONTHS THERE has been much caterwauling and brou-ha-ha around Local 587 about the operations of the fledgling monorail system, despite the fact that construction has yet to begin. "Fight to make it (or keep it) public!" the rally cry has been. We have expended much time and some money, mostly up to now in the form of detail time for a board officer here and there. Why take on a fight that isn't our fight?

There are many reasons, Executive Board Officer Marc Auerbach would point out, why are we making such a fuss over a mode of transportation that doesn't even have a driver. Among them is keeping within the public sector what jobs this project will provide, which would ensure livable wages and benefits for said jobs. There might be a place for our Facilities or Ve-

hicle Maintenance members in this venture, and certainly for Customer Service and Supervision.

But there is one reason that stands out most for me, and mind you I have been somewhat opposed to this effort all along, although not enough to kick up much of a fuss over it. And it is a reason that has slowly grown through the process of networking. Union officers attend various conferences and conventions, and one of the benefits of doing so, besides exciting trips to places like Wenatchee in August and Everett in January, is networking with other ATU officers or other unions and finding out what Financial Secretary Griffin was oft fond of saying: "We are all in this together."

Well, that also applies to the dreaded issue of privatization of public works. Last June, just three hours to the north of us, CUPE (Canadian Union of Public Employees) members waged a fight to keep a new rapid transit line from the airport to Vancouver from becoming a DBOM operation. The proposal for a 35 year contract to a private organization to design, build, operate and maintain was hotly contested by the Sky Train

operators, arguing that the project should build on their solid experience running the world-class public transit system in Vancouver since its debut in 1986.

On the other side of the argument, the Greater Vancouver Transportation Authority and the provincial Liberals tried to put the kibosh on legally required public consultations on the project, worth over \$1.5 billion (...yea, but is that Canadian?). The transit authority also ignored reports on what it would have cost for the line to be operated publicly and wouldn't even release the information to allow the public to make that comparison. One estimate showed the extra cost to run the project privately would run around \$17 million.

The Greater Vancouver Regional District rammed the contract through. CUPE is not done yet, though. They are planning a legal challenge based on the lack of public consultation as required by law. They are also working with municipal allies who are trying to have the proposal restricted to the design and construction of the new line, while keeping the operations part of the process public.

If I didn't know any better, I would think this was one of them Twilight Zone parallel universe sort of stories. It sounds almost chapter and verse like what we are experiencing here in Seattle. But the reason this is significant for me is that it is happening in our own backyard. Or at least the nearby neighbor's backyard. We can all look with righteous indignation at the perils being experienced in other places such as Denver where their transit system is being parceled out a piece at a time for private operations. Of course that happens there, we say, it's a right to work state! Those sorts of things don't happen here to us!

But Vancouver is just a stone's throw away. And it is happening here. Right now its with the monorail. And if the monorail is not public, then a private corporation is going to run the system that will take people off some of your crowded runs in West Seattle and Ballard. And if your buses aren't crowded anymore, will they still need you?

I am not one to pound the gloom and doom. I leave that to the Financial Secretary. But I did think I should leave you with some food for thought.

The Recording Secretary's Report

Food for thought

By Jennie Gil