

Speak Out Now at BART (05/14/18)

Disrespect

BART is busy trying to present a safer and cleaner face to riders, especially at the downtown S.F. stations. BART and MUNI came up with a program to hire elevator attendants to try to keep people from using the elevators as toilets.

The pilot program began at the Powell and Civic Center stations without any discussion with the frontline staff that is responsible for the stations. The next thing they knew some of the elevator attendants were doing more than attending to the elevators. System Service Workers were told about things that needed cleaning and Station Agents started hearing all sorts of stories.

Of course it is easy to get pissed at these new workers. But what do they know? They just want a job and are doing what makes sense to them. If BART management wanted this program to run smoothly, they would have arranged for people working the same shift to introduce themselves and explain station operations to these new folks.

Instead they created the basis for a conflict. It's the usual disrespect that flows from Lakeside. Running BART is all about them, not the people who really do the work.

Typical

Soon Utility Workers will have another bid. This will only be a few months after the bid that eliminated the weekend shifts, which was disruptive for those of us with higher seniority.

Anyone could've known that that would be a bad idea – as if trains don't get dirty on the weekends. So now management will have a bid to reinstate weekend shifts and eliminate the window cleaners at the MacArthur and Coliseum stations.

First make the decision and disregard the impact on those it affects, then fix the mistake by going back to how it was before. Typical for BART management....



Our management approach? Act first. Think later.

BART Teams

From the heights of Lakeside running the BART system might seem simple. Decide to run the new trains along the A and R lines, train some TOs and test them out. Obviously that plan has hit some snags. But, something else is missing.

What happens if a train that is having problems pulls into a station? To respond to the problem, there is Central, the Train Operator and at least one Station Agent. And what training do the Station Agents have with these new trains? For starters, do they know how to key the doors (without shutting the power down)? Do they know that you can't just do a walk-through all the cars on the train?

Is this Lakeside incompetence in action or a disregard for BART workers or both?

Fleet of the Fleecers

Ten more new train cars were approved by the California Public Utilities Commission. Obviously safety comes first, and we need to put the trains through every possible test to make sure they're safe. But we can't help but wonder...if our bosses at BART gave us a deadline, and we missed it by a full year, would we still have a job?

If only our names were "Bombardier".....

WTF?

Along with the supposed concern over the cleanliness of downtown SF stations came more supervisors at Powell St. Will adding supervisors whose salaries and benefits total at least half a million dollars a year result in cleaner stations? It's doubtful.

But first Lakeside has to answer the question – **WTF? What're They For?**

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