

Speak Out Now at BART (12/03/18)

Acting Dumb Or....?

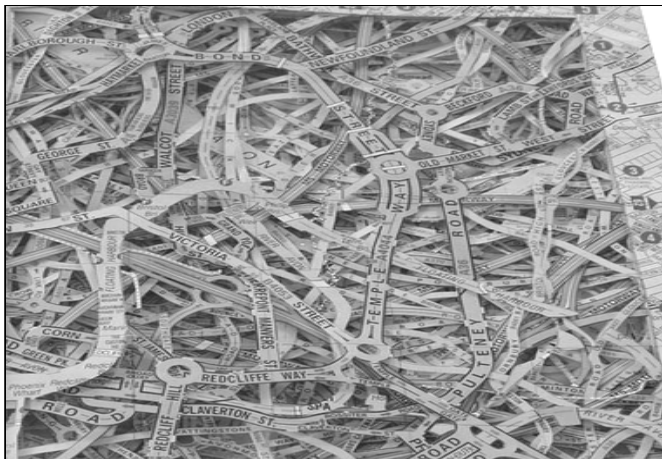
BART put out its little colorful “*Early Bird Express*” newsletter warning riders about their plan for a late starting time in February.

They say that this will disrupt the lives of 2900 riders a day. Apparently the lives of those 2900 people don’t count. Very few people are riding at that time for entertainment. They are the people who get things going wherever they are headed. They get buildings ready for those who work there. They carry out essential services at the airports, office buildings, hotels and other places. They make morning deliveries, get food ready, and operate buses and more. They are people catching early morning flights from the airports.

Those at Lakeside who crafted this plan must know that all lines don’t run through the Transbay tube. They know that it is possible to run trains on both sides of the Bay and create transit hubs to bypass the Tube.

So, what’s the real story here? Who can believe that early morning service will be restored after 4 years? How will the schedules of Train Operators and Station Agents be changed? How many jobs will be eliminated?

Is this a way to implement a plan running under the cover of earthquake safety or plain stupidity? Either way it is of no benefit to those who depend on BART for transportation or as a job.



Management’s view of the BART system? “It’s just too complicated, just shut the whole system down for Tube maintenance.”

THANK YOU – to those who made a donation to support this newsletter.
If you didn’t – there’s no time like the present.
Paper and printing costs money.

S.O.S.

Here’s a news flash for management: you can’t do a deep clean with a mop and a broom. After riders have urinated in a station thousands of times, you need a pressure cleaner to get rid of the stains and the stench.

While a few scrub crews are sent to San Francisco and can’t even cover what’s needed there, the rest of our stations need deep cleaning too. Once every 6 months just doesn’t cut it.

Invert This

A note to System Service Management: Being an a**hole is not an excuse to invert System Service Workers. If people don’t want to work on your line and regularly call in sick, the solution isn’t inversion – forcing OT on people. It’s to stop treating workers like your personal punching bag.

One Thing At A Time?

There have been problems with the interlocking system recently, causing smaller and larger delays. This is nothing new and it won’t stop anytime soon.

Decades of patching up an old and crumbling system means that workers have to get creative and improvise to keep BART going. But it is routine that things fail somewhere in the complex electronic and mechanical systems that BART depends on.

Is BART management more concerned about appearances, like having fancy canopies for the stations, instead of a functional system? With them it’s always one project over another.

“We’re Still On Track”???

Back in August 2016, Alicia Trost claimed BART was going to have 230 new cars in service by the end of 2018. “We’re still on track to meeting the schedule of when those cars go into service,” she maintained at the time.

Well...it’s December 2018, which means BART is just a couple hundred cars short. Looks like it will be a busy month at Bombardier!

Assigned Work Locations?

Train Operators have reporting locations but are often sent wherever management needs them. On most lines there is no “regular.”

This means we could be underground in San Francisco all day when we were looking forward to seeing the landscape on the other lines. In the typical BART way, we can’t count on anything around here.