

We need running time, not speeding tickets

It finally happened--a driver got a speeding ticket on the Route 10 detour at county hospital. For weeks, people have been complaining to the company and the union--because there is no additional running time for the detour.

But the company's only response was to stop drivers from running hot on the westbound trip, making it impossible to make up the lost time. If the company doesn't want to extend the running time, they should be prepared to pay the consequences--in this case a speeding ticket.

There are many other routes with running time problems. On Route 31, the time is so tight that drivers have been

requesting bus changes when they get a slow bus. Some of the RTS II's, especially, just don't move fast enough off the line. The doors don't close fast enough, and there are a lot of people joyriding on the new, air-conditioned buses.

We have heard about these problems time after time--but there has rarely been anything done to solve them. Why not establish a union committee to monitor paddles and running time, so that we can back up the operator's complaints and force the company to make some changes. Not only does insufficient running time cause us to get speeding tickets, it also creates dangerous situations for ourselves and the public.

RUNNING HOT

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SAFETY PROGRAM NEEDED SCHOOL STARTS IN SEPTEMBER

School starts again in a month, and we can be sure that we will be facing the same problems of overcrowding, rowdiness and violence on the buses. We will be expected to be policemen and babysitters as well as drivers.

Last spring, after several incidents where drivers were assaulted, the County Board promised a full report, and some solutions. So far, that

committee has only met once, and no help is in store when school starts.

Ever since 1976, when our union went out on strike for more protection on the buses, we have heard a lot of promises. We have the flasher system and the radios--neither of which has stopped the problem. As part of the settlement of the 1976 wildcat, the county promised to set up a tran-

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WHAT IS RUNNING HOT?

Running Hot is put out by rank and file members of Local 998, who have come together to organize and fight the abuses we face from the Transport Co. day in and day out.

We are sick and tired of lousy working conditions--from short running time to being forced to drive buses that are unsafe; from inadequate benefits and pensions, to being assaulted on the bus.

Running Hot first came together to fight a sellout contract in 1978. Since then, we have continued to try and make our union a fighting organization that really backs us up.

NEW SAFETY PROGRAM MCTS BANS MIRROR SUNGLASSES

If you want to have a good laugh check out the letter on the bulletin board explaining why MCTS will not allow drivers to wear mirror sunglasses. Already, drivers have been written up for wearing them. The company explains that the key to having control on the bus is a good appearance and maintaining eye contact with the passengers. Mirror sunglasses would prevent this and could be bad psychologically for the riders.

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We organized against this year's contract that opened the door for part-time help.

If something is happening that you would like to write about, please contact us. Our pages are open to letters, cartoons, articles or suggestions. We fund Running Hot out of our own pockets, so any contributions would be greatly appreciated.

If you want more information, or want to help out with the paper, contact us at 871-9585 or 645-7527.

What a joke! Ask the woman bus driver on Burleigh who got slugged in the eye by a passenger who was mad because a loaded bus had passed him up. Maybe better eye contact would have stopped him. You would think the supervisors and the company would have better things to do than worry about nonsense like what kind of sunglasses drivers wear.

SATURDAY NIGHT SCREW

Last Saturday night four of us extra board drivers from Fond du lac station were assigned to pick up people leaving the baseball game. All of us had runs that day so we were in the station a couple of hours before our sign-up. A couple of us asked if we could get out of work but we were told that we were needed!

We decided to go down early and watch the game. We signed our cards and got a lift to the game, since the buses were already down there and we would be relieving. We checked in with the supervisor at the game. We got our work assignments and went into the game.

When we got out of the game the supervisor told three of us that we weren't needed. We would get one hour pay for the cancelled work. The three had to walk from the stadium and get a bus back to the station.

To top it off, when we got back to the station we found out the supervisor had made a mistake.

There was a bus without a driver stranded at the stadium. They had the nerve to ask one of the drivers to go pick up the bus. What would you say? That's what they said.

ROYAL SCREW
INC



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First this plan of having different drivers pick up and drop off from the games is ridiculous. We don't know if it's to save money or because they are short of drivers. Either way it's bad news. There were a number of clerks and other drivers who drove and stayed through the game. As far as we know games are mainly extra board work. Instead extra board drivers always seem to get the raw end.

Technically they may be able to do things like this to extra board drivers. But extra board drivers are not second class union members and there is no reason we should be treated like ones.

CLERKS ARE UNION MEMBERS TOO!

For years, the debate has raged about whether or not station clerks should be in our union. All of us know that there are some clerks who are helpful, always willing to explain how work is assigned, and trying whenever possible to accommodate scheduling problems. We all know the other kind, too, who keep 6 people "on call" all day, instead of letting some go home; who never tell you that you are entitled to the 9 hour option if you want; or who try to strong arm you into extra work on the day of your cousin's wedding. Some of them have their noses so far in the air you would think they own the transit company.

There is no reason for a clerk to give the operators a hard time. The hours and schedules that we work are bad enough without the clerk trying to "punish" us by assigning more work than we want. If the clerks have so much trouble assigning all the work, they should tell the company to hire more drivers.

Another frequent complaint is that there is favoritism in the assignment of work and who is allowed to lay off. How is

it that a large group of extra clerks were assigned to work the Brewer-Yankee game on August 2? There have been so many complaints about this problem that they have started posting the names of the people who are given work on their days off.

There is no doubt that

being clerk is a rough job where everyone else's problems fall in your lap. Some clerks manage to get the job done, fairly and even-handedly. But a few clerks are too concerned about how soon they will make supervisor, and not concerned enough about helping out their union brothers and sisters.



CONTRACT FOLLOWUP

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Remember these promises from our new contract?

Whatever happened to the weekly checks? Ask the clerk for yours next Tuesday.

Whatever happened to the beefed up security system in the parking lot? Ask the drivers who lost their tires and batteries.

Whatever happened to the itemized checks that will tell us how much we are paid for cost-of-living, overtime and spread time? Ask Goldfish--their payroll deductions are always listed.

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TIME FOR VENDING ANSWER

Early in July, 300 MCTS employees signed a petition demanding improvements in the vending service. After the Fond du Lac steward met with company brass and turned in the petitions, it looked like the problems might get straightened out. A new microwave oven was put in at the Fond du Lac station. The vending service man made more of a showing at the station. MCTS officials promised action and answers. Now, nothing has happened since early in July. MCTS has promised to get back to the steward after the August union meeting. We hope this isn't a typical company stalling tactic: Make some minor changes and stall until the anger dies down.

If that's their plan, they can forget it. We have to deal with these rotten machines daily to remind us of the problem and get us worked up again.

If MCTS does not come up with some answers right after the union meeting, we should hit the vending service where it counts--the pocket book. We propose a boycott of these machines until we do get some answers.

BUS SAFETY

CONTINUED FROM PAGE 1

sit police force to patrol the buses, but we're still waiting. And at the same time Chief Breier supposedly set up a transit task force, but he refuses to answer questions on when and how it operates.

During Summerfest, several violent incidents took place, including a driver who was beat up on Route 80 and passengers who were stripped and assaulted on the shuttle. Summerfest drivers asked for action. The union had to threaten a work stoppage before police and company patrols were increased. We were forced to react to a bad situation with a plan that will only work for a couple

GIVE THE COMPANY AN ARM AND A LEG

Did you hear what the company is going to do in response to the complaints about no leg room on the RTS II buses? Amputate the drivers' left leg, sew it to their right arm so they can get to the transfer and fare box.

of days. We need some solutions to these problems that will help over the long run.

Do we have to wait for some serious incidents to occur this fall before taking action? We know there will be problems. Late in August our union president will be meeting with school, police, sheriff and MCTS officials to discuss security on buses carrying students. Little is expected to come out of this meeting. It is up to our union to take a strong stand for real safety measures on the bus. Some of us are planning on going to the August meeting of the County Mass Transit Board to demand help! It's our safety at stake.

KNOW YOUR RIGHTS

Our contract gives extra board operators the option of taking 9 hours off between your work on 2 days. You are also guaranteed to be off at your scheduled time if you take the option. If you have to work late, and can't handle a 4 am sign up, tell the clerk you want to take your option.

OUST CHIEF BREIER

The Coalition to Oust Chief Breier has just completed a successful petition drive to retire Milwaukee Chief of Police Harold Breier. After an intense summer long campaign, coalition members gathered over 38,000 of the 28,353 signatures needed for Common Council action on the Breier matter. The Coalition consist of a cross section of community leaders, churches, political activists, journalist, lawyers, unionist, etc.

A Milwaukee Journal poll shows that at least half of Milw. residents feel that Chief Breier should step down. The fact that he is police chief for life seems undemocratic in most peoples mind. Time and again, Milwaukee residents have found Chief Breier uncooperative towards investigations of police brutality and misconduct. Police shootings are always "justifiable homicide". Efforts to set up police-community relations has always been snuffed by Breier as unnecessary. Most Black residents, as well as in other minority communities, look at the police with hatred, fears and mistrust, rather than as an agency that will protect and save

lives. He made statements labeling the Danial Bell murder investigation as "political bull roar".

It is not only the minorities, but the Milwaukee Community as a whole who's had it out with Chief Breier. He has refused to cooperate with the city-wide Task Force on Rape and Domestic Violence. Labor unions through out the city have



complaints against Breier, such as our own Local 998, who feels he has not provided enough protection for the drivers and passengers on the city buses. Breier is always at odds with the police union, and inside the Department, Black policemen complain of the racist atmosphere promoted by Breier.

Running Hot congratulates the Coalition to Oust Breier on its' successful petition drive, and we all call on the Common Council to take the action needed to retire Breier.