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.

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 on strike for more protection on the buses, we have heard a lot of promises. We have the flasher system and the radio—neither of which has stopped the problem. As part of the settlement of the 1976 wildcat, the county promised to set up a tran-
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—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 word is control. The mirror 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.

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.

SATURDAY NIGHT SCREW

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 only 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 the same as union members and there is no reason we should be treated like ones.

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 station 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.
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 these 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-Yankeegame on August 27? 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.

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.

CONSULT FOLLOWUP

4 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.
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 in-
creased. We were forced to react to a bad situation with a plan that will
only work for a couple

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!

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 cam-
paign, coalition members
gathered over 38,000
of the 28,353 signatures
needed for Common Council
action on the Breier mat-
ter. The Coalition con-
sist of a cross section of
community leaders,
churches, political act-
ivists, journalist, lawyers,
unionist, etc.

A Milwaukee Journal poll
shows that at least half of
Milw. residents feel
that Chief Breier should
drop 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 to-
wars investigations of
police brutality and mis-
conduct. Police shootings
are always "justifiable homicide". Efforts to set
up polce community rela-
tions has always been
snuffed by Breier as un-
necessary. Most Black re-
sidents, as well as in
other minority communities,
look at the police with
hatred, fear and mistrust,
rather than as an agency
that will protect and save

lives. He made statements
labeling the Daniel Bell
murder investigation as
"political bull roars".

It is not only the min-
orities, but the Milwaukee
Community as a whole who's
had it out with Chief Breier.
He has refused to cooper-
ate 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 pro-
vided enough protection
for the drivers and pas-
sengers 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' success-
petition drive, and we
all call on the Common
Council to take the action
needed to retire Breier.