NO SECRET DEALS
By Darrel Rothe

MCTS has pulled a new rabbit out of their hats in their stubborn refusal to award promotions by seniority. One union brother, who was turned down for platform instructor, filed a grievance to be the top choice when more instructors are picked. The company had gone 2 years back in the man's driving record as the basis for turning him down. But our grade book says accidents are only counted against you for 18 months! Not so quick. The company produced a one page separate agreement giving the company that right for deciding on promotions. This agreement was signed by the previous union administration. These secret "agreements" have no place in our union. It's too bad when we end up finding out our rights from the company.

DRIVERS BEWARE
Passengers are able to get their hands in your coat pockets on the RTS. I know! I was pick pocketed!

TURN UP THE HEAT
By Bruce Colburn

The coldest part of the winter is here. It looks like a long, hard winter. If that isn't bad enough news, MCTS has been pitifully prepared to deal with the cold. Either that, or company officials haven't come out of their warm offices long enough to check out the winter conditions.

The worst is at KK station. MCTS has been building the new station for what seems like forever. But they forgot any plans to heat the old station if the new one got delayed. The scene at KK these last few weeks would almost be comical if it wasn't so bad. Drivers could be seen huddling around small heaters trying to stay warm. People were told to go across the street to use the bathroom because the pipes had frozen. Finally, the company brought in a large gas heater but the fumes were enough to make someone sick. Meanwhile, the boss was boarded up in his warm and cozy office.

With MCTS expansion there has not been enough room to park many of the buses inside overnight. At KK, buses have been left outside for even longer periods of time. At Fond du Lac, they agreed to have mechanics start the buses at least 30 minutes before pullout. At KK, they said it wasn't necessary because that station was closer to the lake (COME ON!).

A driver at KK was suspended for a day for calling for a bus change in the parking lot—refusing to drive a bus that had been sitting in the freezing cold for many hours. cont. on page 7

MARTIN LUTHER KING DAY
SEE CENTER FOLD
THE INNOCENT BYSTANDER

Equally important would be the improvement in bus aesthetics. Let’s face it. The reason many people don’t like to take the bus is that there are so many tacky passengers.

Many of the present riders do not dress well. Wouldn’t it be much nicer to have buses full of well-dressed professional people in designer outfits?

Some of the better people around here are seriously concerned about whether it is healthy to mix with bus people. Who knows where these people have been or what diseases they might carry?

Buses would be much more sanitary if they were limited to people who could afford good health care.

Besides, you never know when you might run into people on buses who talk to themselves in loud voices about meaningless, nonsensical things. Business people get enough of this during political discussions with their friends.

If we had thought of limiting the buses to decent upper income people before, we could have planned for it a little better. We wouldn’t have bought all those chintzy new buses that don’t work.

We might even have gone for something a little nicer than those genuine imitation plastic seats and interiors. As it is now, if the air conditioning ever goes out on a hot day, there is a serious danger of meltdown.

The 30% fare increase passed by the Board is a step in the right direction, but it is not nearly enough. Let’s drop the facade of saving lives and some people and go for the big bucks.

RUNNING HOT? Call us at 444-9530.
FOR DR. MARTIN LUTHER KING JR. DAY TO BECOME A NATIONAL HOLIDAY

By John Goldstein

January 15th. A national holiday on Dr. King's birthday would be a step toward recognizing the contributions of Black people in this country. All 998 members, family and friends are urged to attend the Dr. King program.

WHO RUNS MCTS

When Local 998 President Jim Brown proposed turning on the headlights on the buses to honor Martin Luther King, MCTS management did a typical double-take. President Brown took the proposal to Galen Larsen, who turned it down. At the morning union meeting, drivers were enraged that the company could be so arrogant in the face of this simple request. We are turning on our lights to show respect for the late Dr. King, and to join with the national movement to make his birthday a national holiday.

So President Brown took our case to the "higher authorities", including none other than WZUU's Larry the Legend, Well, "The Leg" or MCTS's Henry Mayer on the phone. Mayer said he didn't know anything about the situation. After a few minutes, he called back to say there had been a lack of communication and, of course, we could turn our headlights on January 15.

Who does run the transit system? Larsen? Mayer? Larry the Legend said it all when he advised President Brown to give him a call whenever any other problem comes up, and he'll take care of it.

Well, Larry, I don't have enough running time, the buses are cold, we need more comfort facilities, our pension stinks and when you solve those, I'll give you some more.

Meanwhile, let's all turn on our headlights on January 15. Help make Martin Luther King's Birthday a national holiday.
SLIP SLIDING AWAY

By Linda D. Phifer

"Clean up your own backyard before poking around in mine."

My sentiments exactly! The Transit Company continuously states that the primary concern of our jobs as bus drivers should be safety first at all times. Well, my hat is off to that—but what about the safety of their employees in the garages? We are constantly stepping in oil and grease on the floors.

That can be awfully dangerous when walking through with a heavy cash box. Drivers have already been forced off the job by falling accidents in the garage.

Where is the company's concern for our safety on the job? If we as employees try to at least maintain safety on the highways and byways at all possible costs why can't the company provide us with hazardous free work conditions?

FLXIBLE cont. from page 3

surprised when the company backed up their equipment (the braking system) instead of the employee. The officer at the scene of the "incident" seemed to understand because no ticket was issued. The driver won his grievance against the company's unjust disciplining of him. It turned out that the brakes in question had been responsible for brake problems over the past few months.

These Flxible buses are causing problems all across the country. There have been law suits, cracks have been found in many of the frames of Flxibles in New York and Chicago. In Chicago there has been trouble with computerized brakes. Drivers found they were being set off accidentally at radio stations and bridge crossings. Like in Milwaukee, they have proved unsafe in slippery conditions. But unlike MCTS Chicago is harmoniously (with a little push from the union) disconnecting the brakes.

A while ago MCTS said they couldn't disconnect the brakes because the Flxible buses were under warranty. What is the excuse now? Remember safety first! DISCONNECT THE FLXIBLE ANTI-SKID DEVICE.

HAPPINESS IS A WARM BUS

cont. from page 1

It was one of those buses that was so cold when you touch the metal your hands stick to it. As of this date, the company has refused to pay the driver for the day. To Off, County Executive O'Donnell is proposing that the new station that is built at Watertown Plank Road doesn't need a garage for buses. If they think there is a problem with cold buses now, he is just asking for trouble.

All these things only add to the problem that many of the buses (new and old) are just not equipped to deal with this kind of cold. The union has made it clear to MCTS that our men will not be forced to drive under these conditions—even if it takes a job action to back this up. After being confronted both by the union and a handicapped passenger at a transit board meeting, MCTS has promised to run the buses that are outside for a number of hours before pull out.

We should make sure that MCTS sticks to their promise. But the company should also take this a step further. Many times there are partially empty tracks while buses remain parked inside. As many buses as possible should be parked inside. Buses should be rotated inside as others are pulled out.

Second, the heating system is not functioning right on many buses. Many drivers pull out only to find the heating system is not working. There is no reason for this. Water levels should be checked nightly. Any bus turned in for lack of heat should be fixed before it is sent out again. No driver should be harassed for exercising their right to a bus that is warm enough to drive.

Last week a supervisor ordered a woman driver to take off her stocking while driving. The plain truth is that many of the buses are so cold you have to bundle up to drive them. Then the company has the nerve to complain about the size of the sick list. To h --- with their dress code.

Many of these problems are caused by MCTS expansion. New facilities will help alleviate some of the problems. But we cannot let progress come at the expense of our health. Remember, you have the right and the obligation to only drive buses that are safe (warm) to operate.