

JAN. 15 M.L. KING DAY!

January 15th is the birthday of the late, great Dr. Martin Luther King, Jr. Once again, there is renewed efforts by black people and others nationwide to convince U.S. legislators to make Dr. King's birthday a national holiday. Dr. King stood for peace, love and brotherhood for all people, while fighting for the rights of his people. He understood that the systematic oppression of black citizens was detrimental to the whole nation, and do not serve the interests of American people as a whole.

He led thousands of people, of all races, into marches and demonstrations against established strongholds of white racism. Political and economic gains were made because of this movement. The fight to make Dr. King's Birthday a holiday takes on special significance in the face of social cutbacks and racist violence.

Dr. King was a man of wisdom. Some would call him a modern day prophet,

a messenger of God. But whatever the case, he knew that race prejudice only benefits the rich few, who use racism to divide the nation.

A good example is apparent now with the re-emergence of the KKK and the right-wing drift. With inflation on the rise, right-wing mentality would rather believe that Blacks and Jews are the causes of all their problems, rather than directing their frustrations at the rich multi-national corporations, who are the real cause of inflation and other problems facing America.

Singer Stevie Wonder is calling for a rally to take place on January 15th in Washington D.C. to demand action from Congress on the holiday.

Dr. King championed the cause of labor when he led a strike by the mostly black Memphis sanitation workers. It was during this struggle when he lost his life. For this reason, RUNNING HOT believes that organized labor should join in the call for January 15th, Dr. King's birthday, as a national holiday.

RUNNING HOT

PUBLISHED BY THE RANK AND FILE LOCAL 998

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NEW PICK What Choice Do We Have?

The first phase of the new pick is now history. In a few short months, we will be voting to decide its fate. The decision is an important one since its our future work involved. Discussion has been hot and heavy around the station. Our union has promised that members will have a chance to raise complaints and suggestions on the new pick before we vote.

The old system has a lot of problems. The new pick is even worse. The things we wanted to get rid of--like 7 day stretches and most of the extra board--were not eliminated. Instead, the company's new pick gives some newer drivers a chance to get off the extra board while taking away many of the privileges that come with seniority.



The rumor has been started that the reason MCTS started this new pick was in response to complaints about 7 day stretches. It seems more likely that this is part of a nationwide pattern of using part time drivers (for school trippers, etc.) and eliminating benefits like the 40 hour guarantee.

Some people have said that this new pick just represents progress. They reason that to help newer drivers get regular runs, you have to take benefits away from older drivers. But this is not an older driver vs. newer driver fight. Ask your-

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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.

We organized against this year's contract that opened the door for part-time help. In the last few months we have taken up the fight for better security on the buses.

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 444-9530

What's Your IQ?

Which of the following took 20 years to build?

1. Pyramids of Egypt
2. Great Wall of China
3. New KK station

Who should drive the Christmas bus?

1. Frank Vetengl
2. Wayne Boese
3. Darryl Rothe
4. "Jolly" Larry Tepper
5. Terry Berg
6. Frenchy

Why was the bus for the new Freeway Flyer route late?

1. The bus was an RTS
2. The paddle was written in invisible ink
3. Murphy's Law
4. All of the above

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GAMES SUPERVISORS PLAY

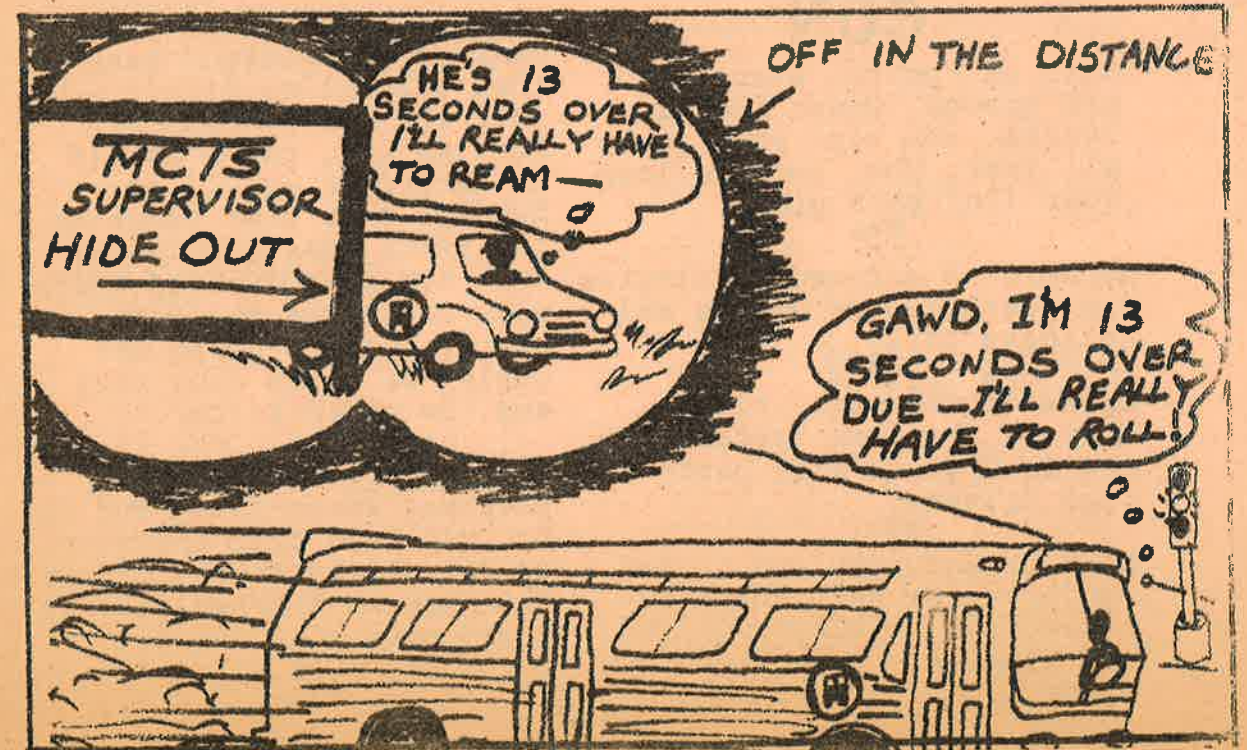
You would think MCTS supervisors had better things to do than play harassment games with drivers. Think again!

A night driver was written up 3 days in a row. The driver must be a real f--- off.? Wrong! Well, then exactly what was his crime? On the first day, he was carded for leaving 2 minutes late on his pull in trip. The next 2 days he was written up for leaving Southridge a couple of minutes late, and again leaving for his pull in a couple of minutes late. The driver explained to the supervisor that he was in the bathroom at

Southridge. With only a few minute layover, lots of people to load, and people asking a lot of stupid questions, he had no choice but to be late.

The supervisor told him if he had to use the bathroom, to stop service in the middle of the line. The schedule must be followed!

The driver fought these ridiculous write ups with a grievance, and all but one were removed from his record. With all the other problems we have to put up with on the road, MCTS supervisors should have better things to do than play games with us.



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PROGRESS OR A STEP BACK?

The new pick--a personal opinion, or, "Try it, you'll like it." This is one driver's attempt to evaluate the pros and cons of the new system:

PRO

Night regular men get better off choices (more equal in numbers of weekends off to regular Day men.)

A number of drivers (but still a small percentage) were able to get off the extra board and have steady hours--either as relief drivers or on regular runs.

CON

Loss of control over day off groups. Under the old system, you kept your group all year. Now, you can lose your line each pick.

No work as ordered eliminates the guarantee of having all holidays off.

Opens door to part-timers. This is the same system they use in Chicago with part-time drivers.

Work on Saturday and Sunday isn't on the same route as picked for weekdays. On and off times are sometimes far apart.

Eliminates 4 day weekend but not 7-day stretches.

Whole picking procedure is more complicated

Because days off and runs are not separate, you could be left picking between the days off you want or the run you want. This could especially hurt for planning vacations in line with your days off.

Things we were never told about the new pick:

Weekend runs-There were quite a few weekend runs that scheduling didn't fit into the new system. At Fond du Lac, there are 18 on Saturdays and 17 on Sundays that will float on the extra board. We're not sure how they decided which runs to put on the extra board, but the union has copies of which runs they are. So check it out.

Extra board-When the new pick was announced, Fond du Lac was told that there would be only 75 extra day drivers. But when we started picking, there were over 100. Get it together, MCTS.

EDITORIAL

Two weeks ago, a front page article in the Sentinel reported an incident of a bus driver supposedly "ignoring" calls for help from a passenger having a seizure. The rider was a reporter for the Sentinel. County Supervisor Matthews called for a full investigation into the incident. Henry Mayer chimed in with statements about how upset he was, and that drivers were expected to get "involved."

In our opinion, the series of articles and statements are very irresponsible. They were written without any investigation. Its hard enough dealing with the public. Now we have the newspapers drumming up anti-bus driver feeling. Mayer for his part is talking out of both sides

NEW PICK-

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self. Is it progress when the new pick provides a few short term benefits but could be very costly in the long run? We don't believe it is. We need a new picking procedure that represents real progress, not a step backward.

of his mouth. We're told not to get out of our seats and now we hear that MCTS policy is for drivers to get involved.

In the investigation that followed, MCTS could not even figure out who the driver on that day was. None of the drivers on the route remembered anything unusual. Running Hot has sent a letter to the newspapers criticizing their poor coverage of these events.

Supervisor Matthews has now proposed drivers take emergency medical training. Many of us would be glad to get extra training. This could help in recognizing true emergencies. But we are not medical personnel. We are bus drivers. Its high time MCTS stopped talking out of both sides of their mouth, and started supporting their drivers when incidents like this come up.

RTS INFO

Some drivers have noticed better pickup and faster-closing doors on certain RTS buses. Information has come to our attention that these buses can and have been adjusted after driver complaints.

Write up slow buses, or call for a bus change.

SICK DAY BLUES

What are our sick days for? And why does the company make it so hard for us to use them? These are questions that come up over and over again. Although we don't have all the answers, we think the situation needs a lot of improvement.

The obvious answer is that we have 7 sick days a year so that we will be paid when we have to miss work due to illness. But in most cases--colds, flu, etc.--we are only sick for a day at a time. So the company has invented a "bumper day" (bummer day). We aren't paid for the first day on the sick list. The result is that the company encourages us to take at least two days off for an illness so that we will get paid for at least one day.

Another annoying aspect of the system is that most people don't know how many days they have coming. Instead of printing it out on our check stub the company keeps the information to themselves. The system for your first year is so confusing that even the station superintendents have a hard time figuring out how many days you have coming. If in doubt, call payroll, Ext. 220, and they will tell you how many days you have coming.

As for a solution, here's one idea to kick

around for the next contract. Why not combine sick days and personal days into one category that we can take whenever we need them or want them? Add three more per year to the nine we already have, and we would earn one day a month. We should be able to accumulate them or use them up, as we see fit. And get rid of the bumper day. After all, these are our sick days, that we have earned.

Why should the company tell us when and why we can use them?

NO PAY ON PAYDAY

On pay day, November 2, several board drivers at Fond du Lac had a big surprise--short checks. The company had decided that our requests to be off to pick should be considered as a partial layoff, and therefore we lost our 8 hour guarantee for that day. The pick was at 7 PM, and most of us weren't even scheduled to work that late. At least 7 people called payroll to complain.

For those of us who caught the mistake, we will be paid for the hours that we lost. Anyone else who lost their guarantee when they requested to be off to pick should call the union office to be sure that they will be paid.

FLXIBLE LOVE AFFAIR JERKS TO A HALT

My love affair with the Flxibles came to a jerking, jolting, eye-opening crash-ending not long ago. As in other love affairs that I had experienced familiarity bred contempt.

As everyone knows, experience is the best teacher, certainly better than our MCTS training department. The training department, certainly, does not teach, or so much as mention, the fact that once the Gruman Pulse-brake System as equipped on their Flxible buses takes over the driver has no control of that bus.

The pulse-brake system is advertised to perform better braking and more controlled skidding than conventional braking systems. However, if the braking is no longer controlled by the driver, then neither is steering nor any other controlling function of the bus.

Let us not forget that his vehicle weighs somewhat more than 14,000 pounds, and that it is dependant upon something in the neighborhood of 40 square inches per tire to stop the bus. In the stance of a pulse-brake system, since it is designed to brake each tire or set of tires independently to maintain the direction of the bus

in a straight line to prevent sideways skids and because it is designed for this specific purpose it cannot brake and swerve simultaneously nor can it logically determine road conditions, traffic conditions, gradient, load, speed of braking, wear on the tires, etc.; it cannot possibly replace the professional driver.

In order to understand the abject failure of such a system as the Gruman Pulse-Braking System, one must find themselves involved in a major reportable accident. At this point it becomes quite clear that the marvels of vehicular science are shams or worse for they not only endanger the drivers, but their passengers, drivers of other vehicles, pedestrians, and public and private property.

I can only suggest that in the future any problems with the braking system on the Flxibles should be reported to the union, clerk, dispatcher, purchasing, the State Patrol, Wisconsin Department of Transportation in full detail to avoid, for yourself, any possible charges resulting from an accident or incident directly related to this obviously deficient braking system.