January 15th is the birthday of the late, great Dr. Martin Luther King. 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 a decision 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.
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.

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 Vetengel
2. Wayne Boese
3. Darrel 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

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 have been really 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 his 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.
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.)

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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.

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

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

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

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**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 chided 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. It's 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.

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**NEW PICK**

Continued from page 1.

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.

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**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. However, we are only paid when we have to miss work due to illness. In most cases—colds, flu, etc.—we are only sick for a day or at a time. So the company has invented a “bump day” (bummer day) 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 get paid for at least one day.

Another annoying aspect of the system is that people don’t know how many days they have coming. Instead of printing it out on our check stub the company keeps it 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.

FLXIBLE LOVE AFFAIR

My love affair with the Flexibles came to a jerking, jolting, ever-changing crashing, 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 A.T.S training department. The training department, certainly, does not teach, or so much as mention, the fact that once the Gruman Pulsebraking System as equipped on their Flexibles buses takes over the driver has no control of that bus.

The pulse-brake system is advertised to perform even 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 this vehicle weighs somewhat more than 14,000 pounds and that it is dependent upon something in the neighborhood of 40 square inches per tire to stop the bus. In the instance of pulse-brake system, it is designed to maintain each tire on a set of five independently to maintain in a straight line to prevent 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 abrupt failure of such a system as the Gruman Pulse-braking System, one must find himself 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 Flexibles 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.