AC Transit workers get six percent
Wage increase in new labor contract

A three-year labor contract was in effect this month, giving workers a 60-cent hourly wage boost, a cost of living allowance and increased fringe benefits over the life of the new agreement.

The wage increase was the biggest hourly wage hike ever granted by the District.

Agreement on the contract brought an end to a labor dispute which included a brief walkout—first in District history and first to hit East Bay transportation since a Key System strike in 1958.

After ratifying the agreement with members of the Amalgamated Transit Union, the Board of Directors extended same benefits to 96 non-union employees.

The Board’s action tied the strings on a package that will boost the District’s labor bill over the next three years by an estimated $4,722,000.

Under the contract, reached after nine weeks of negotiations, union drivers, maintenance workers and clerical help received a 20-cents an hour pay boost retroactive to June 1, with guarantee of another 20 cents per hour a year from now and an additional 20 cents per hour on June 1, 1969.

The new rates went into effect the week starting June 4. Checks for retroactive pay were to be issued separately.

Six Percent Increase

Under the new scale, the hourly rate for drivers jumped from $3.31 an hour to $3.51, an increase of over 6 percent—or an added $8 to the average weekly pay check.

Under the previous contract, the actual pay per platform hour during 1966 was $4.45 per hour per driver, including allowance, collaterals and penalties, paid leave provisions, and such other employee benefits, as pension and health and welfare contributions. Using the same percentages as last year, the new rate can be expected to approximate $5.36 per platform hour.

Since the District took over Key System Transit Lines in October, 1960, the wage rate for drivers has increased over

(Continued on page 2)
Cost of living allowance.

(Continued from page 1)

46 percent, while the cost of living has increased 12 percent.

The new rate of $4.20 an hour for mechanics "A" represents a pay boost of 50.7 percent over 1960 Key System scale.

Biggest wage settlement so far this year in the transit industry, the contract put AC Transit's drivers in top place as the highest paid operators in the nation during the month of June. On July 1, however, New York and San Francisco moved ahead, with AC Transit becoming the highest in the country.

The cost of living adjustment will be effective with the first payroll after January 1, 1969. It will consist of one cent per hour for each half point of change in the U.S. Consumer Price Index for the calendar year of 1968. If the present three percent rate of increase continues, workers could expect an additional six cents an hour on wage scale after Jan. 1, 1969; another three cents July 1, 1969; and an additional three cents Jan. 1, 1970, raising operators' hourly pay to $4.03.

The union had demanded wages and fringe benefits totaling over $7,000,000 for a two-year period, including an immediate base pay of $4 an hour and $4.50 next year.

The settlement was approved by union members by a 416 to 405 vote.

Negotiators for the union accepted the agreement after K. F. Hensel, general manager, gave formal notice it was the District's last and final offer.

Terms of the agreement were explained to the membership and were voted on by secret ballot.

State Conciliator James Marshall met both jointly and separately with negotiating teams for several days in an effort to break a deadlock which resulted in a brief strike after the contract expired on May 31.

In an effort to forestall the walkout, the District obtained a temporary restraining order from Alameda County Superior Judge Leonard Dieden an hour before the deadline. Union attorney F. R. Duda refused to accept service on the order from the union and its representatives, however, and district officials were not able to locate union officers until a half-hour after the walkout started.

Pickets manned gates at the three operating divisions and prevented four buses from leaving yards before union officials agreed to accept service and abide by the court action.

Night crews telephoned as many drivers as possible to advise them of the court order and special radio announcements notified the men to report to work. During the morning commute, approximately 50 out of 571 buses ran late, with 18 commute schedules cancelled. A total of 128 drivers reported late, but extensive cooperation of operators in taking runs, plus use of the two-way radio system, resulted in buses returning on-time performance by 10:30 a.m.

increased benefits approved

Fringe benefits under the new contract, which extends to May 31, 1970, include:

- Reimbursement to operators for loss of personal property due to robbery while on duty.
- An additional $50,000 life insurance for any bus driver, dispatcher or vault puller attacked and killed while on performance of duty.
- An additional day of sick leave each year, with maximum accumulation increased from 50 to 60 days.
- Increase in severance pay from $50 to $75 for each year of service.
- Increase in amount of pay worker receives if called for jury duty or jury test.
- Four weeks vacation after 12 years instead of 15. Employees now may split vacations one time each year.
- One additional guaranteed paid holiday.
- Boost in health plan contributions from $15 to $17 per month per employee on March 1, 1969 and on March 1, 1969.
- Chief dispatcher pay for dispatchers who perform chief's duties for full shift or shifts.
- Future uniform allowance for operators with two or more years of service. Effective next June 1, annual replacement of one pair trousers and, effective June 1, 1969, annual replacement of summer and winter shirts.
- An additional 30 minutes for operators at system sign-ups when driver is necessarily off his run.
- Guaranteed rotation of the extra board a minimum of five places each week day.
- Guarantee to oversleep penalty point operator of four hours pay, provided he is used.
- Report time paid in addition to eight hours daily guarantee.
- Increase in pay time from 3 minutes to 5 minutes for storing buses away from division.
- Increase in pay for drivers taking on-board passenger counts by 25 cents.
- Increase in overnight expenses for out-of-town charters to $15.
- Reduces regular run elapsed time by 15 minutes.
- District to pay cost of physical examination required for renewal of State chauffeur's license.
- Relief foreman to be paid working foreman's rate when assigned as working foreman.
- Gives employees with death in immediate family two days off with pay.

10 HIGHEST PAID BUS DRIVERS RATES

Major transit systems serving metropolitan areas with populations of approximately 500,000 or more.

<table>
<thead>
<tr>
<th>City</th>
<th>Wage Rate Per Hour</th>
</tr>
</thead>
<tbody>
<tr>
<td>New York</td>
<td>$4.20</td>
</tr>
<tr>
<td>San Francisco</td>
<td>$4.17</td>
</tr>
<tr>
<td>Boston</td>
<td>$4.05</td>
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<tr>
<td>Chicago</td>
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<tr>
<td>Detroit</td>
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<td>Washington, D.C.</td>
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<td>Seattle</td>
<td>$3.20</td>
</tr>
<tr>
<td>Miami</td>
<td>$3.10</td>
</tr>
</tbody>
</table>

*Effective July 1, 1967*
Legislators asked to help AC Transit
Taxpayers in Transportation measures

State Legislators were urged this month to include AC Transit in pending legislation that provides general financial assistance to other California transit operations.

Taxpayers and farepayers in the AC Transit district should benefit from State assistance the same as property owners and transit riders elsewhere in the State, declared Director William J. Bettencourt.

A resolution directed to Legislators by the Board urged representatives to consider bus operation problems and broaden proposed legislation to include local surface systems, such as AC Transit.

In pressing for a financial “sharing,” Director Bettencourt said virtually all money bills in the State Legislature fail to include AC Transit.

“We should alter this posture at the State level and make these men in Sacra-

Bus advertising in front
As fast growing media

Advertising on AC Transit buses jumped nearly 24 percent last year, compared to the year before—indicating the growth of the media into a top national spot.

The rise of transit advertising has been steady and dramatic and it now is one of two of the nation’s fastest growing outlets, sharing honors with television for percentage increases.

Transit advertising revenue for AC Transit reached a total billing of $185,900 during 1966, an increase of $35,518 or 23.62 percent over the year before.

During 1967, the percentage gain has been equal to that of last year, indicating another banner period for inside and exterior bus advertising.

Nationally, transit’s rate of growth continued in matching strides.

mento aware of our financial plight if we are to maintain reasonable low fares and taxes.

“Financial assistance to transit districts such as AC Transit is recognized at the Federal level and the same should hold true at State level.

“We should ask the Legislature to give serious attention and support to legislation to assist AC Transit,” Bettencourt declared.

Gasoline Sales Tax

Proposed legislation includes the bill introduced by Assemblyman Frank Lan-
terman (AB 2092) which adds four percent sales tax on gasoline for transit use. In this area, three percent would go to Bay Area Rapid Transit District and one percent to individual cities and counties for any transit use officials may select. Annual tax revenue statewide has been estimated at $105,000,000. Assemblyman John F. Foran’s bill, AB 1290, would raise the motor vehicle license fee one-half percent, to 2.5 percent. Estimated annual income to Bay Area Rapid Transit District would be $6,000,000; to West Bay Rapid Transit District, $1,500,000, and to Marin County Transit District, $450,000. No allocation has been made to AC Transit since a rapid transit dis-

Driver has fun with electronics

The working world of electronics may have lost a genius, but AC Transit has gained a bus driver who relaxes with push-button skill, harnessing electricity for his own enjoyment.

A. R. Rasmussen, 39, of 1313 Mariposa St., Richmond, could hardly be sur-
passed for hobbies. When he’s not driv-
ing out of Richmond Division, he might be involved in electronics designing, wood carving, rock polishing—or a combination of all three.

Rasmussen already has designed and hand-crafted a hi-fi set, which features video-sonic sound—or what he terms “dancing lights,” color matched to music.

Another idea involved his old Key System watch. Using a 10-inch radial saw as his only tool, he carved a 12-inch high grandfather’s clock, using the watch for the face. The pendulum operates by battery.

Then there was a friend with a model railroad — and a wish for a system that would operate by itself.

Rasmussen designed and built an elec-

Sternwheeler

Projects still to be completed include a radio-controlled sternwheeler—which lights up — and a mantel clock, which will peal forth in the organ tones of Westminster Abbey.

Rasmussen found his way into the wonders of electricity as a boy when he was given an erector set with a motor that worked in one direction. He figured out how to make it go backwards — and has been tinkering since. Along the way, he and his sister became experts at model airplane construction.

Although he’s been lured by the elec-
tronics profession, Rasmussen said he al-
ways wanted to drive a bus and that’s his chosen work. It fits in, he thinks, with the only reservation he has about his hobbies. He never does the same thing twice.

USE OF TIME — A. R. Rasmussen, Rich-
mond operator, uses Key System watch in
making clock. Hi-fi is another project.
Operator named Golden Wheel Award Winner for action in apartment fire

Quick thinking and quick action, in a potentially dangerous situation, won the Golden Wheel Award for Distinguished Service this month for W. L. Prather, Jr., Richmond bus driver.

Prather was named for the District's top honor after he spotted a fire in a Berkeley apartment house, reported it to central dispatching headquarters over the radio, moved his passengers to safety, then grabbed his own fire extinguisher to douse the flames.

A panel of judges picked Prather for the Golden Wheel Award for his evaluation, his prompt actions, and for intelligently following instructions in reporting the incident.

Prather, 37, of 761 S. 41st St., Richmond, was at the wheel of a Spruce St. bus (No. 67) on April 12 when he saw smoke seeping from the window of a frame building at 1777 Oxford St., Berkeley. As he looked, curtains exploded into flames.

Making his first use of the two-way radio system on its inaugural day, Prather called CD and asked them to notify the fire department. He moved his coach to a safe position and calmed passengers.

Then he grabbed the extinguisher and ran into the building. Using the extinguisher and a garden hose, he put out the curtain flames before fire crews entered the smoke-filled room and took over. The fire had started in a couch and had smoldered to the point of explosion, according to witnesses.

Presentation of the award was made by General Manager Kenneth F. Hensel.

The award includes a $50 U.S. Savings Bond, a lapel pin, engraved certificate and the winner's picture and commendation posted on large outside advertising frames on some of the District's buses.

Prather, who drives out of the Richmond Division, worked briefly for the Key System in 1954 before entering the Air Force for eight years of duty, most of it in Japan. He was discharged as a staff sergeant in August, 1962, and went to work for AC Transit a week later.

Think yellow—to find Bus information in New telephone book

Keep thinking yellow—if you want to know what bus to take.

A map of AC Transit's bus system and a description of individual lines are at fingertip reach again this year in the yellow pages of the new Pacific Telephone directory. The telephone company provides the space as a public service.

Bus information is on Pages 3, 4 and 5 at the beginning of the section. It covers the same area as the circulation of the book, from El Cerrito through Oakland and Alameda to San Leandro.

The service puts transit information within easy reach of 450,000 phone customers and no further away than the nearest telephone booth.

Total passenger revenue and number of riders carried showed a decrease in April, though transbay service held its own in both fares and patronage.

Revenue for the month totaled $1,130,079, down $57,293 or 4.52 percent compared to revenue of $1,187,368 collected in April, 1966. On East Bay lines, the decrease reached 8.3 percent, while on transbay lines, revenue showed a slight gain of 0.16 percent. Transbay commute sales were up, with a total of $185,987, compared to 1966 sales of $194,020, a gain of 1.1 percent.

Number of riders carried during the month reached 4,455,622, down 4.68 percent compared to the rider count of 4,555,022 in the same month a year ago. Riding was down 6.53 percent on East Bay lines and up 6.05 percent on transbay service.

Operation costs were $1,269,244, a boost of $43,837 or 3.58 percent over a year ago. The District operated 1,936,638 miles of service, an increase of 16,516 miles.

Total income of $1,471,130 was sufficient to cover operational costs, depreciation and bond debt requirements.

Transbay bus service to lower Broadway inaugurated

First direct bus service between San Francisco and the lower Broadway area of Oakland was inaugurated this month with eastbound Alameda buses observing a stop at 5th and Washington Sts. The express operation provides 15-minute service between Transbay Transit Terminal and major Alameda County buildings. Other improvements included addition of another bus to Piedmont Freeway Flier service to San Francisco on weekday mornings. Frequency on transbay Richmond buses was increased from 30 to 25 minutes Saturday afternoons.
At an adjourned regular meeting May 24, the Board of Directors:

Denied request for Associated Students of Contra Costa College to reduce fares for college students to 15 cents, on motion of Director Rinehart.

At a special meeting June 9, the Board of Directors ratified new labor contract and extended benefits to non-union employees, on motion of Director Coburn. (See story, Pg. 1.)

At a regular meeting June 14, the Board of Directors:

• Endorsed proposed amendment to Urban Mass Transportation Act of 1964 relating to sources of matching funds on motion of Director Bettencourt.

• Adopted resolution urging State Legislators to include AC Transit in pending legislation providing financial assistance to public transit, on motion of Director Bettencourt. (See story, Pg. 4.)

New employees welcomed to AC Transit

New District workers include:

General Office
Accounting: Wilma J. Dale, Oakland, senior clerk.
Treasury: Sharon G. Moniz, San Lorenzo, clerk; Dean Des Boine, Oakland, vault clerk; Charles C. Drolette, Walnut Creek, junior typist clerk.
Public Information: Sharon Kvist, Oakland, secretary.

Emeryville Division
Schedules: Joyce K. Dilva, San Leandro, secretary.
Maintenance: James F. Johnson, Oakland, service employee.


Richmond Division
Transportation: Sandra Lee Cobern, Richmond, junior typist clerk.

Seminary Division
Maintenance: Richard D. Lee, Hayward, service employee.
Bus Operators: Daniel Padilla, San Leandro; W. M. Campbell, Oakland.