District adopts new labor agreement; Pay and fringe benefits improved

A new, one-year labor contract was in effect this month between AC Transit and Division 192, Amalgamated Transit Union, with higher wages and increased fringe benefits granted.

The District Board of Directors, accepting the contract July 14 after union members previously had voted approval (see story, below), made its provisions retroactive to July 1.

Drivers' wages were boosted 37 cents per hour to $4.93 — an 8.1 percent increase. A cost of living increase, which would become effective if inflation continues, could be added in January. Early estimates put this at five cents per hour.

The package price of the new contract has been set at $1,804,223.

Under terms of the new contract, new drivers will receive $4.73 per hour during their first three months of employment and $4.83 per hour during their fourth through sixth months.

Trainee rate of pay is $2.92 an hour.

A new classification of machinist will be paid $6 per hour. Class AA mechanics will receive $5.90; Class A mechanics, $5.82; Mechanic B, $5.28; and Mechanic C, $4.85.

Clerical workers received a seven percent boost.

AC Transit will pay up to $33 per month for health benefits for each employee and his dependents. Effective March 1, 1972, the next policy year, the District's contribution will be increased to $35 per month.

A first under the new contract is a District contribution of $2.50 per month per employee for an insured dental care plan. The plan, however, is optional with employees.

Other contract provisions include:

- A reduction in spread time for regular run drivers from 10% to 10 hours.
- A bonus of one day of sick leave per year for workers who take no sick leave during a 12 month period.
- Funeral leave was upped from a maximum of two days to a new maximum of three days.
- Vacation, uniform and jury duty allowances were improved.

The new contract was accepted after 12 weeks of bargaining between the District and Union representatives.

Union workers Approve contract

By a vote of 777 to 390, Division 192, Amalgamated Transit Union employees accepted terms of the new contract negotiated between the Union and AC Transit.

The voting, conducted July 6, averted a threatened walkout by union employees; however, no date had been set for the work stoppage.

Negotiations still are under way on terms of a new pension agreement.

VOTING—Driver Stan Wyke, left, prepares to vote on the new labor agreement which union employees accepted by a 2 to 1 margin.

LEGISLATIVE RIDER—Sen. James R. Mills, center, president pro-tem of California Senate, leads first bus load of bikers riding from Berkeley to San Francisco. Below, cyclists prepare to board "Pedal Hopper.

'Pedal Hopper' service inaugurated

Bay Area bicycle enthusiasts had a major problem solved for them this month when AC Transit's "bicycle bus" went into service.

For the first time, bicyclists are able to board a bus with their bicycles, and be taken across the Bay Bridge to San Francisco.

Responding to numerous requests, the AC Transit Board of Directors authorized removal of half the seats from two reserve buses and the installation of bicycle racks. Spaces were provided for 24 bikes and 24 seated passengers.

The first run on July 8 attracted the president pro-tem of the California State Senate, an overflow load of cyclists and national attention.

Reporters and photographers from all media were present. Later trips attracted teams from Life magazine and a national television network.

Under the initial schedule, service is being provided on Tuesdays, Thursdays, Saturdays and Sundays. Three round trips are made now, but this may be extended if the service proves popular.

A mystery developed during the first week of service: according to careful records, more passengers and bicycles were carried from the East Bay to San Francisco than were returned.

CAMERAMAN—New service attracts national attention, including this cameraman from CBS-TV, who shoots film for planned nationwide broadcast.
Do you remember Broadway?

FOUR YEARS AGO—When the photo to the left was taken during June, 1967, buses and other vehicles were making numerous detours to get around BART construction. Below, left, is another view and below, right, is the same area today.

A visitor walking or riding on Broadway in downtown Oakland might not believe it now, but less than two years ago the street bore a resemblance to a Normandy beach just after D-Day.

Almost one mile of street was torn up and covered over with wood planks. Immense pile drivers stood ten stories tall in the middle of the thoroughfare. Dozens of trucks came and went in a daily stream and sidewalks, cut to half their width, were cluttered with conduits, construction supplies and portable power generators.

The orderly chaos was caused by the building of two massive BART stations some 60 to 80 feet below street surface. Now, the underground work is finished and Broadway, from 6th St. to W. Grand Ave., has been resurfaced.

Concurrent with the resurfacing, a beautification project added 35 concrete sidewalk benches, 64 trash receptacles, 60 modern news racks, new fire hydrant covers and 200 sidewalk trees.

The trees, called London Plane—a species of sycamore—were carefully chosen because they are relatively disease free, require little maintenance, easily adapt to city air pollution and grow to a size in proportion to downtown buildings.

Their large leaves and light green color add brightness to city streets.

In addition to the street resurfacing, 60,000 square feet of new, exposed aggregate sidewalk were laid, as were 115,400 square feet of special, light-colored crosswalks.

Also included in the $1.8 million beautification project was some $600,000 worth of new street lights and poles. The wood planking, which covered Broadway from 10th to 14th and from 17th to 21st, consisted of 12 by 12 inch Douglas fir timbers. Nearly 4,000 cubic yards of wood was used, at a cost of more than $1.3 million; however, the timbers were salvaged and have been used on other jobs.

Today, after almost four years of disruption, AC Transit buses and other traffic flows along Broadway, memories of the recent confusion blotted out by the beauty of the rebuilt street.

Tri-City bus system proposed

Bus service in the Fremont-Newark-Union City area may become a reality sometime next year if the recommendations of an eight-month long study are adopted by city councils of the three Southern Alameda County cities.

Recommendations for a three part system are contained in a final printed report scheduled for delivery to the Tri-City Transportation Board late in July.

Representatives of the three cities, AC Transit and BART have participated extensively in development of the engineering study, headed by James W. Schmidt of DeLeuw, Cather and Co. Summaries of the engineering findings were announced recently in the Tri-City area.

The three-part plan would consist of a conventional fixed-route system, a dial-a-bus operation and express-hour commute buses shuttling between the Fremont BART station and the General Motors assembly plant.

The conventional system would have three lines along main thoroughfares from 6 am to 8 pm, weekdays and Saturdays, for a 25-cent basic fare. The service would reach most, but not all, residential neighborhoods within the Tri-City area.

Federal funds will help district purchase New buses, radio units and fuel injectors

Additional money to help pay for two capital improvement projects will come to AC Transit because the San Francisco Bay Area has qualified for two-thirds federal funding.

The added money could total $482,532. Previously, the Bay Area qualified only for 50 percent funding for transportation programs; however, the Mass Transportation Act of 1964 permits funding levels to be raised to two-thirds if an area meets regional transportation planning requirements.

Announcement of the transportation planning approval was made this month by Federal Transportation Secretary John A. Volpe.

The two projects affected by the change in funding levels involve the purchase of 65 new buses, radios for 160 buses and new-type fuel injectors for 462 buses. Completion of the latter project will mean that all of AC Transit’s “new look” buses will be outfitted with the advanced fuel injector system, helping to reduce even further the already low amount of air pollutants discharged by diesel engines.
The Automobile, History of (1896–1984)

The internal combustion engine was successfully joined to a chassis and four wheels in Germany in 1896, or '7, or '4. It looked funny, and the people who are always around to say such things said "get a horse" and "who needs it" and "ha ha."

Later, in the United States, a young Irish lad figured that what was holding up the parade was the difficulty in making repairs and getting parts to fit; so he began an assembly line. Somebody else flattened out a couple of roads; the Irish lad raised salaries to $5 a day; another lad cornered the gasoline market and built heated garages for them and bought special covers to keep the seats clean and specially mixed gasolines and put radios and air conditioners and bars in them and loved them and gave them cutely humorous nicknames such as "bus" to show that, although it was a romance, a real American is strong and not emotional like some foreigner.

As the affair grew stronger, men demanded more gifts for their cars. They removed ugly forests and put in grand highways. Along the highways they put up signboards with lovely pictures of even newer cars. They gave the cars the names of beasts and measured their value in terms of horsepower. They put roads into landscapes so the people could see them better without having to walk, and they put up stations with gay flags and colorful signs where the cars could refresh themselves. They gave them the streets of the city in their entirety and paved over huge areas of countryside for parking, and they built mile on mile of shoe stores and boat stores and mattress stores and lunch stands and salt-shaker stores and antique shops to cater to the people in the cars. They constructed bridges and turnouts and millions of direction signs and warnings about falling rocks, and they put in toll booths and car ferries and automatic washers and inspection stations and repair depots.

In return for all this attention, the autos filled the air with valuable chemicals and blew their horns night and day. They were now more American than the people, because they were the end product of the iron mines of Minnesota, the oil wells of Texas, the art of the paint makers, the glass makers, the upholstery people, and the millions of workers of many major cities who made the thousands of turning things and electric things and gadget things. The big banks lent money to the car makers, and the little banks lent to the car buyers. Seven or eight million new cars arrived every year, and the automobile was the nation and the nation was the automobile.

In 1984 an automobile was elected President of the United States of America.

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Richmond operators continue record, Exceed safe-driving goal for 14th month

AC Transit's Richmond Division drivers, who set an all-time safe-driving record in May, continued their winning ways last month and extended their string.

Last month the drivers were honored with a plaque which recognized they had exceeded the district's "miles-per-accident" goal for 12 consecutive months.

In June, they made it 14 months.

The goal is 13,250 safe-driving miles per accident. During June, Richmond operators averaged 13,673 miles. Early reports for July look good.

Emeryville drivers also went over the top last month, recording 14,253 miles per accident. It was the second straight month for them.
AC Transit welcomed these new workers in April, May and June

Jeffry A. Daly
Transportation
Emeryville

Victor M. Flores
Maintenance
Seminary

James E. Frank
Maintenance
Emeryville

Kathleen A. Garvin
P.B.X.
Emeryville

Chester Horton
Transportation
Seminary

Larry Leuthan
Transportation
Seminary

Lillian Lucero
P.B.X.
Emeryville

Richard Maier
Legal
General Office

Rosalita Ramos
Accounting
General Office

Frederick Salojes
Transportation
Emeryville

Henry Schlegel
Transportation
Emeryville

William Scoggin
Transportation
Emeryville

Donald R. Amos
Transportation
Emeryville

Delbert Anderson
Transportation
Emeryville

Antonio Gutierrez
Transportation
Emeryville

Michael Dickinson
Maintenance
Emeryville

Lawrence Gerhart
Transportation
Emeryville

Pasqual Gutierrez
Maintenance
Emeryville

Claude D. Harris
Transportation
Emeryville

James A. Hill
Transportation
Seminary

Delbert J. Hix
Transportation
Richmond

Ronald Melbin
Transportation
Emeryville

Clarence Norris
Maintenance
Richmond

Richard O'Connor
Maintenance
Emeryville

David Osborne
Transportation
Emeryville

Steven W. Seals
Transportation
Seminary

James A. Sutton
Transportation
Richmond

Patsy R. Turner
Schedules
Emeryville

Melody A. Van
Personnel
General Office

James Williams Jr.
Transportation
Emeryville
Employee’s alertness Helps capture crooks

When AC Transit mechanic Terry L. French spotted two youths breaking into an automobile on San Pablo Ave., near the district’s Emeryville yard, he knew exactly what to do.

French, who was parking a bus at the time, first sounded the horn to scare the thieves. When this failed, he used the on-board radio to notify Central Dispatch who quickly called police.

The youths were captured and French was awarded a citation for his alertness by General Manager Alan L. Bingham.

MECHANIC HONORED—Terry L. French, left, proudly displays the Community Service Citation he was awarded.

Pensioners ranks thinned by death

The list of AC Transit and former Key System pensioners was reduced by seven recently as death thinned their ranks. One active employee also died.

Roy S. Memhard, a trainman from July 15, 1913, until he retired Jan. 1, 1953, was 82 at his death on April 9. He is survived by his widow, Hazel M., 1150 W. Winton, Hayward.

Claudie L. McMahan, a driver who lived at 4311 Telegraph Ave., Oakland, died July 12. McMahan, 50, had worked since June 4, 1946.

Jack Morando, 70, was a service employee from Jan. 7, 1943, until his retirement Jan. 1, 1964. He died May 20.

Morando is survived by his widow, Rose M., who lives at the family home at 1866 Pleasant Valley Ave., Oakland.

Patrick J. Owens, 89, died April 7. He began as a brakeman on Nov. 20, 1922, and retired Feb. 14, 1947, as a trainman.

Owens is survived by his widow, Julia, four daughters, 17 grandchildren and 17 great-grandchildren. He lived at 1841 6th Ave., Oakland.

Andrew B. Pawich, 72, died April 25. He was a mechanic from Sep. 27, 1945, until his retirement on Nov. 1, 1965. He lived at 5608 Harman Ave., Oakland, and is survived by his widow, Adelle.

Julius Roth, at 93 one of the oldest pensioners from Key System days, died June 30. Roth’s service date was Feb. 1, 1912, and his retirement date was June 24, 1947. He was a rail operator.

Roth, who lived at 664 Spokane Ave., Albany, is survived by his widow, Elizabeth, and two daughters, Mrs. Alice Hayes and Mrs. Hazel Armstrong.

Herbert B. Voss, 67, who retired last April 1, died suddenly on June 25. Voss lived at 17068 Via Media, San Lorenzo, and is survived at that address by his widow, Jane, and teen-age son, David. Another son, Philip, is an AC Transit driver.

Voss started his transit career on Aug. 24, 1945, left for a few months in 1951 and then came back until his retirement earlier this year.

Godfrey Youngberg, a trainman for 30 years, died June 13 at the age of 84. He started Nov. 13, 1922, and retired July 1, 1952.

Youngberg, of 410 Norvell, El Cerrito, is survived by his widow, Maude.
At an adjourned regular meeting June 23, the Board of Directors:

- Referred the Tri-City Transportation Needs Study to the Project Development Committee for analysis, on motion of Director Copeland. (See story, Pg. 5)
- Authorized staff to attend and participate in the second annual Demand Responsive Transportation Conference, on motion of Director Bettencourt.
- Adopted service changes and route extensions, on motion of Director Bettencourt. (See story, this page)
- Amended federal grant application for 30 large buses to allow purchase of 20 large and 15 smaller buses instead, and authorized General Manager to prepare specifications and advertise for bidders for the buses upon receipt of necessary approvals, on motion of Director Bettencourt.
- Authorized experimental special service to carry bicycles and riders across the Bay Bridge, on motion of Director Bettencourt. (See story, Pg. 3)
- Approved the operating estimate for fiscal year 1971-72, on motion of Director Copeland.

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

- Approved District to take out membership in San Pablo Chamber of Commerce, on motion of Director Berk.
- Approved establishment of a self-insured program for Workmen’s Compensation, on motion of Director Daughtry.
- Approved terms of the new labor contract as negotiated, on motion of Director Daughtry. (See story, Pg. 2)