Futuristic design model for Transbay Transit Terminal
What started out as a land for a land swap is now 628 acres. This means an overload of 258 coaches above the current capacity of the terminal. The study concluded that the current terminal is not adequate to handle the number of passengers expected in the next 20 years. The study recommended the expansion of the terminal and the construction of a new terminal to accommodate the projected growth.

The consultants who prepared the report recommended the following:

1. Expand the existing terminal
2. Construct a new terminal
3. Increase the number of bays
4. Add parking space
5. Improve access
6. Improve pedestrian and bicycle access
7. Improve bus and train service
8. Improve security

The report also recommended the construction of a new terminal, which would be located near the existing terminal. The new terminal would be designed to accommodate the projected growth and provide a modern, efficient facility for passengers.

The study also recommended the expansion of the existing terminal, which would include the addition of new bays and the construction of new restrooms and waiting areas.

In conclusion, the study recommended the construction of a new terminal to accommodate the projected growth and the expansion of the existing terminal.

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Two major projects in the cities of Fremont and Richmond will be launched to provide service to various destinations in the East Bay area. Fremont and Richmond are expected to provide service to various destinations in the East Bay area. Fremont and Richmond are expected to provide service to various destinations in the East Bay area.
Dale Goodman chosen to attend Management seminar this Fall

J. Dale Goodman, AC Transit Transportation Manager, will attend a six-week long management seminar this fall.

Goodman will join other transit industry personnel from around the United States and from several foreign countries in an intensive program studying new concepts in transit management.

The seminar will begin on Oct. 9 in Philadelphia, Pa. Following 100 hours of classroom study during four weeks at Carnegie Mellon University, the group will spend two weeks touring North American and European transit systems. Among other places, they will examine transit systems in Sweden, Germany, France and England.

Gregory L. Ford appointed Project Coordinator

Gregory L. Ford, former Director of Marketing Research for World Airways in Oakland, has joined AC Transit as Project Coordinator.

He will work with Lawrence A. Rosenberg, District Secretary and Administrative Projects Manager, in administering and coordinating applications for federal and state government grants, among other duties.

Ford served with World Airways for three years, first as a marketing analyst, then as Director of Marketing Research since November 1973. He began his career as a sales representative with American Forest Products in San Francisco.

He received his bachelor of science and commerce degree from the University of Santa Clara and his MA degree from the Thunderbird Graduate School of International Management, Glendale, Arizona.

Ford, 29, is single and lives in Alameda.

Strike continues to restrict AC Transit buses from rolling

Oakland Mayor John Reading accepted an offer to participate in talks between AC Transit and officers of the striking Amalgamated Transit Union, Division 192, late in August.

The strike, idling the District’s 801 buses, 1288 drivers and 368 other employees, began July 1 after the previous two-year contract was terminated by the Union on June 30 and no new contract was agreed upon.

AC Transit’s drivers, at a wage rate of $6.62 per hour, were the highest paid bus drivers in the United States when they walked off the job. The Union made an initial demand for another 43 cents per hour as well as numerous other demands.

A major breakthrough occurred July 28-29 when negotiating teams sat down for round-the-clock talks. After a marathon session of 22 1/2 hours, a tentative settlement was agreed to unanimously by both sides.

The tentative settlement called for an immediate 13 cent an hour increase, with additional 20 cents per hour in the second year and still another 20 cents per hour in the third year of a contract, bringing their basic wage to $7.15 per hour.

A projected 26 percent increase in the cost of living during the next three years would have added another $1.12 per hour to employee wage rates by April 1977, putting bus drivers’ pay at that time to a total of $8.27 per hour.

Union leaders were quoted as saying it was a good agreement and worth the strike to get it. However, members of the union executive board were badly split on the settlement and argued against acceptance.

At a chaotic meeting in Oakland on July 31, workers turned down the settlement by a vote of 554 against to 349 in favor.

At this point the parent International Union stepped in and ordered a second vote, citing “irregularities” in the July 31 balloting.

A second vote was held over a two-day period, August 5 and 6, with a more conclusive outcome — 795 “No” votes to 727 “Yes” — but still a defeat for the proposed contract.

Eight more days passed before the two negotiating teams got together once again for two days of talks. These talks, however, broke off after the second day and had not resumed by the end of the eight week of the strike. Between then and the entry of Mayor Reading, the conciliator maintained a steady pace of holding separate talks with management and union officials.

Late in August, the Board of Directors was informed that AC Transit’s financial picture was getting gloomier by the day.

Even if the strike had ended in mid-August, Directors were told, the District’s cash obligations for the 1974-75 fiscal year would exceed its income from all sources by $7.8 million.

Directors began to consider numerous options including raising property taxes as much as 22 1/2 cents per $100 assessed valuation in order to meet the unfunded deficit.
Transbay terminal's future

(Continued from Page 3)

In order to carry out such a development, the consultants offered three possibilities:

Under the first alternative, the project would be privately financed following minimal preliminary work by the State. Development of the terminal would be based upon a lease to a developer who would build and own all the capital improvements and lease back the transit station to a state agency.

The second alternative would involve state ownership of the transit terminal itself and all financing would be the responsibility of the agency involved. The cost to the agency would be the difference between the cost of building the facility and the value of the office space. Under this plan a developer would pay the state in cash for the right to develop the office building, or the value of the income for the space leased.

The third alternative involves the state assuming the responsibility for final design and construction of the transit station and construction of the terminal. The state would own the facility but commercial development would be privately financed. The transit part of the overall program would be kept separate and complete control of the facility would be assured. Two separate parties would be involved in design and construction of the complex.

In addition to the report's development alternatives and the possible ways the Toll Bridge Authority may choose to handle the property, there may be other ideas in the months ahead. Whatever the final plan, the current Transbay Transit Terminal is facing some potential major changes down the road.

Anderson appointed Div. 2 Transportation Supervisor

Steven C. Anderson has been promoted from Dispatcher to Transportation Supervisor at the Emeryville Division.

A native of Oakland, Anderson joined the District in 1966 as a driver. He became a dispatcher in 1972 and has been serving as a temporary supervisor since September, 1973.

A "fringe benefit" of his career, Anderson S. C. Anderson says, was meeting his wife Sandi, a former passenger, on one of his early routes. Today the Andersons travel together in their camper, when they're not home in El Cerrito caring for their menagerie of dogs, cats, rabbits, chickens, fish, turtles, guinea pigs and doves.

Safe driving

Records set

AC Transit drivers established a new all-time record for safe driving during the month of June, just before they went out on strike.

The best mark in the history of the District was set when drivers logged 19,259 safe driving miles per accident. The previous record of 17,859 miles was set in August, 1973.

The new record was established with the help of still another record. Drivers at Emeryville Division set a new all-time mark for a single division by recording 25,574 miles per accident in June.

The old single division record of 22,744 miles was set by Richmond Division in July, 1973.

For the month of June, all three divisions surpassed the monthly safety goal of 13,250 miles per accident. Richmond Division drivers recorded 16,357 miles while Seminary Division operators logged 16,894 miles per accident.

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Ten veteran transit workers

Join the ranks of pensioners

Ten AC Transit employees have been granted pensions.

Molena Barnes, 65, who worked for the District for more than 26 years as a mechanic and painter, retired June 1. He began his service on April 6, 1948. Barnes makes his home at 4601 Olive Court, Richmond.

An occupational disability retirement was granted Robert F. Russo, 47, on June 20. Russo was employed as a driver for the District on Nov. 3, 1961. His home is now 12304 Hickory, Victorville, Calif.

Herbert S. Hunter, a mechanic, retired Aug. 1. He had given more than 23 years of service before first being employed on Oct. 28, 1950. He currently resides at 15626 Via Arroyo, San Lorenzo. He is 61.

Driver Fred R. McKee, 61, 216 Grove Way, Hayward, was pensioned Aug. 1. McKee had served since Jan. 27, 1942, accumulating more than 32 years of work in transportation.

Leo A. Neveu, 65, worked for more than 34 years as an operator and supervisor before his retirement Aug. 1. He first was employed on Feb. 10, 1939 and worked for 8 1/2 months. He was re-employed Feb. 20, 1940. However, his service was interrupted for a three month period in 1952. Neveu resides at 5659 Broadway, Oakland.

Working as a driver since Aug. 22, 1945, Robert E. Poagecok, 67, retired Aug. 1 after nearly 29 years of service. He makes his home at 2304 Monte Vista Ave., Pinole.

Dorothy S. Faria, 60, retired March 1 after serving as a driver for nearly 24 years. She was first employed Dec. 2, 1950. She makes her home at 404 27th St., Richmond.

Jack D. Hendrickson also retired March 1. He had worked as a driver for more than 38 years, having first begun his transportation service on Feb. 1, 1936. Hendrickson resides at 101 Eileen Lane, Concord. He is 64.

After 22 years of service as a mechanic, Henry H. Parks, 56, retired March 1. Parks first came to work on July 24, 1952. He lives at 4678 Cermitos Ave., Fremont.

George M. Ling, 56, of 1233 Rosewood Way, Alameda, was pensioned April 1 after nearly 23 years of service as a mechanic for the District. Ling first began his career in East Bay public transportation on Dec. 11, 1951. Their combined service represents more than 269 years in public transportation.

Travel tip pamphlets

Are now available

A brightly-colored booklet inviting readers to "Explore Bay Excursion Trails by AC Transit" is available free for the asking.

The new 32-page pocket-size brochure contains a variety of pictures and informal articles on places to go and things to do by bus.

A tortilla factory, antique shops, waterfront activities, museums, parks, botanical gardens, "shop and snoop" expeditions, tours galore—all these and more are detailed along with appropriate transit information.

For a copy of the booklet, write Excursion Trails, Public Information Department, AC Transit, 500 10th St., Oakland, Calif. 94612.

A limited number of copies are available. Requests will be filled on a first come, first served basis.

Mailing will commence with settlement of the current strike.
At an adjourned regular meeting Aug. 21, the Board of Directors:
• Approved annexation agreement between the City of Fremont and AC Transit, on motion of Director Fujii.
• Approved annexation agreement between the City of Newark and AC Transit, on motion of Director Fujii.

At a regular meeting Aug. 14, the Board of Directors:
• Agreed to hear a series of speakers on labor negotiations, allotting two minutes for each speaker, on motion of Director Rinehart.
• Approved travel reimbursement for Director Berk, on motion of Director McDonnell.
• Authorized Board members and three management executives to attend ATA annual meeting, on motion of Director Fujii.

At adjourned regular meetings July 22, July 29, July 31, and Aug. 7, the Board of Directors went into executive sessions to consult with District representatives participating in labor negotiations in order to review the District's position and to instruct the representatives.

At an adjourned regular meeting July 24, the Board of Directors:
• Authorized the General Manager to advertise and seek bids for the purchase of eight intermediate-size automobiles, subject to UMTA approval of the bid document, on motion of Director Berk.
• Authorized the General Manager to advertise and seek bids for four AC/BART transfer machines funded in total from TDA/325 funds, on motion of Director Fujii.

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