A new transit emblem to replace the long-standing insignia of Key System Transit Lines was adopted this month by the transit board of directors.

The emblem will first appear on East Bay buses October 1 when the district is scheduled to take over the private company and commence operation of a publicly-owned system.

The new insignia, consisting of a wing partly encircled by an oval disc, was designed to imply a sense of motion and speed. In the center of the disc, the initials of “A C Transit” represent the first letters in the names of the two East Bay counties in which the district will operate.

Vice President William J. Bettencourt, chairman of the Public Information Committee which recommended adoption of the emblem, said his group attempted to present a design that would suggest a “snappy, new-look in transit.”

“The public may prefer to call the district “A C Transit,” he added, instead of its lengthy official name.

Selection of colors for district equipment is still under study, Bettencourt reported.
Recently, my handbag was lost on bus 34 going to Jack London Square. I'm writing this letter to congratulate you on the fine performance and the courteous treatment by Drivers E. T. Deets and O. M. Lee. They are very fine gentlemen, for Mr. Deets took the time to call and locate my handbag. Mr. Lee then returned it to Division Four.

I appreciate the kindness, and I surely am very grateful.

Mrs. Thomas Pugh
Piedmont

I have been riding the N Line to San Francisco for some time, but lately, due to the gas crunch and more people taking the bus, the line has become very crowded in the morning and evening.

Lately, when I get on the bus in the morning, I have had to stand. I find it very difficult trying to hang on with hands full of packages and being jostled by other standees. By the time I get to work, I'm ready to fight.

Please, please, do something to relieve this situation.

Barbara Bakeman
Oakland

I was a passenger on the 51 bus and was pleased with attention I received from the driver, Lucius Lee. He was most patient with old people (and I am one of them, 95 years old), courteous, and I would say a careful driver. I am happy to recommend him as outstanding.

Rebecca Lubin
Berkeley

I am a regular rider on your AC Transit buses, and many other people who ride on these buses, are sick and tired of the radios playing full blast.

I realize the bus drivers have their hands full and do not like to get involved, but it is extremely nerve wracking. And the people playing the same are very nasty, mean, and hateful; and, of course, could start trouble at the drop of a hat.

I have told them to turn the radios off and have taken all of their guff. I do not feel that I should have to do this. It would be my suggestion that the bus driver at least tell these people when they get on the bus with their radios to please not play them while they are on the bus.

Leona Dale
Oakland

Our ‘Stockholders’ Write

(Ed. Note: Violations of the rule against radio-playing is an increasing irritation to many patrons. Drivers are instructed to discourage, verbally, such rule violators, though we recognize that many of these inconsiderate people tend to ignore all such warnings. Therefore, we are now developing programs to assist drivers in dealing with such problems and to ease situations which divert their attentions from their primary task — providing riders safe and speedy trips.)

New Three-year contract
Union, District reach accord

Negotiators for the District and Amalgamated Transit Union Local 192 hammered out details of a new labor contract which took effect July 1.

Major provisions of the new pact include a modified cost-of-living-adjustment formula which provides quarterly wage increases linked to the rate of inflation, but includes quarterly and annual limits.

Meets wage guidelines

The modified formula keeps the annual rate of increases in line with the eight-and-a-half percent wage guideline suggested by the regional Metropolitan Transportation Commission, and also with Federal wage guidelines suggested by President Carter.

The contract adjusts drivers’ hourly earnings by 23 cents from a previous base wage of $10.39. Mechanics’ wages rise to a range of $10 to $12.50 an hour. Clerical and other employees also will receive cost-of-living adjustments.

Another new contract provision provides for the employment of part-time bus drivers who will work two to five hours on weekdays only, to supplement the full-time work force.

Other benefits

This and other new provisions are expected to yield greater productivity, while still others give employees improved fringe benefits, including: a vision care plan; improved dental care plan and prescription drug plan; the option of selecting an additional health maintenance program; and an increase from $6,100 to $10,000 in individual coverage under the life insurance program provided by the District.

The new agreement, ratified by an overwhelming majority of union members, is expected to cost an estimated $12.4 million over a three-year period. The contract expires June 30, 1983.

“This pact proves that collective bargaining can and does work at AC Transit,” said William E. Berk, President of the Board of Directors. “It took weeks of tough negotiation, but we’ve arrived at an agreement with which everyone can live — labor, the District, the taxpayers and the bus riders.”

District will test Latest technology In fare collection

Features of an electronic fare collection system — authorized for trial use on AC Transit buses by District Directors at their June 25 meeting — give promise of solving some current, serious problems with onboard fare collection, counting, and compiling of necessary passenger data.

There are several problems that now plague the present fare collection system. Existing fareboxes, for instance, were not designed to accept paper money, while more and more passengers have begun presenting $1 bills as fare. This leads to collecting snarl-ups and to added workload in Treasury’s sorting, counting, and bank-depositing stages.

Another weakness of the current fare collection system is that it is out-of-step with present accounting needs and fails to provide the detailed passenger data that is now a federal requirement.

The new system would be installed in a three-phase program, with the first phase scheduled for Fiscal 1980-81.
What the Press is saying about transit

EASTBAY TODAY

Good news from AC Transit

Given the history of recent labor troubles at public transit agencies, it is a welcome change to see AC Transit reach a new contract without a strike.

The expiration of the last two AC Transit contracts was accompanied by lengthy strikes. Recent months have also brought strikes by BART workers and by transit workers in New York and Los Angeles.

The result is confidence in the reliability of public transit is eroding, despite the fact that the energy crisis is making the need for buses and subways more critical than ever.

The AC Transit contract, as company Chief negotiator Robert J. Shamoon said, "is an example of the collective bargaining process at work." Both sides gave a little, the union most notably giving up its request for full cost-of-living wage increases, to arrive at a settlement which both sides perceived as fair.

We hope this will set a precedent for other transit agencies. But the fact remains that if other transit agencies do not follow AC Transit's example, the public has little choice but to suffer. There is still no mechanism for preventing strikes in the transit industry.

We urge the legislature to go to work on this problem. It can be discussed much more dispassionately when there are no transit strikes taking place.

Obviously, contracts agreed to in negotiations are preferable to settlements imposed by arbitrators or other outside parties. However, some sort of law is needed to ensure that reliable transportation will be available, as well as to assure that transit workers are treated fairly.

In fact, if such a law existed, that in itself might be an incentive to both sides to settle on their own.

Board gives green light To Oakland shuttle route

A new route that will speed shoppers and others around downtown Oakland has been approved by Directors for implementation in early November.

The proposed route — dubbed for planning purposes the "downtown shuttle" — will connect the central business district with Jack London Square, county and state offices near the Oakland Museum, Lake Merritt, and the financial and shopping activities near Kaiser Center.

Shuttle buses will operate in a circular route via Broadway, the Embarcadero, Oak and Madison Streets, and 20th St.

Early August is file date

Candidates for three seats on AC Transit's Board of Directors were to meet an August 8 deadline for filing nomination papers and qualification statements. These seats will be filled in the November 4 General Election, and the successful candidates will serve four-year terms beginning January 5, 1981.

The election will determine who will serve on the Board of Directors, will represent residents of Wards I and II and who will serve a District-wide constituency as a Director-at-Large.

The AC Transit Board is a seven-member body which establishes policies for the System's bus operations throughout the East Bay.

Program will help in serving the disabled

A new three-hour training program for drivers will emphasize both the human relations aspects of effectively serving elderly and disabled persons, plus the mechanics of using new handicapped lifts. Training is expected to get underway in mid-August.

Board approval of contracting with an outside firm to present this driver sensitivity program came on June 25.

The first part of the program will provide drivers with information — via film, slides, and other training techniques — on how to recognize various kinds of disabilities and types of apparatus used as mobility aids by the handicapped. Accompanying this will be instruction in positive methods for handling sensitive situations which might arise in serving such special-needs patrons.

A core group of 600 drivers will be trained initially, with a step-up in training tempo occurring at the end of January, 1981, when new lift-equipped buses begin arriving and become available for use in the program and in transit operations.

Target date for completion of the training is March, 1981. Such driver training programs are now required by the federal government of transit organizations which receive public funds.

Employees garner promotions in Transportation, Finance

Promotions to positions of higher responsibility have been earned by employees in two AC Transit departments.

Assuming positions as Assistant Superintendents, Transportation Department, are Howard L. Jeffries (Seminary Division) and George J. Mondragon (Richmond Division). Jeffries previously served as a Central Dispatcher, while Mondragon was a Transportation Supervisor.

Meanwhile, the ranks of Transportation Supervisors were increased by the promotion of seven former drivers into this position. They are James R. Cater, Frederick M. Yells, Eugene Brown, R. L. Pelton, R. W. Johnson, G. P. Wykoff, and Herbert Ford.

Finance Department, General Office, reports the promotion of Irene Bieneman, formerly a Senior Clerk in Maintenance Department, to Assistant Payroll Supervisor.
Retirement life begins for three

Harold W. Fell, superintendent of schedules, didn’t linger long in the Bay Area once his retirement, after 18 years of service, became official. He and wife Ruth are now living in the home they built a few years ago atop a ridge in an historic section of the Gold Country, six miles from Colfax. The general area, Fell says, was once a center of hydraulic gold mining.

Fell’s immediate post-retirement plan is to add a room onto the house which will be devoted to the railroad memorabilia he has collected, including a seven-foot section of old track that he dug up while exploring along an historic road bed. The three-quarter acre site on which the Fells built will also have a backyard garden soon — another of Fell’s planned retirement projects.

Fell, who joined AC Transit in 1962, assumed the position of superintendent of schedules in 1978 after working his way up the ladder in Schedule Department, including earlier stints as traffic checker, senior schedule analyst, supervisor of schedules, and assistant superintendent of schedules. Before entering the transit field, Fell was employed in the metal findings industry and operated his own hobby shop business for more than a decade. He saw World War II service in the Army Quartermaster Corps.

The Fells — parents of two, Jeanne and James, and grandparents of seven — sold the home in El Cerrito in which they had lived for 33 years before moving to their sugar-pine-studded retirement spread.

Another driver reaches 25-year safety milestone

CARE AND CONGRATULATIONS — In a ceremony at Seminary Division July 16, Kenneth G. Carden accepted honors as AC Transit’s thirty-second driver to receive the 25-Year Safe Driving Award. Here, wife Dorothy helps him carve the cake which noted the milestone. Carden became a bus driver for Key System in 1950 after several years as a driver in Missouri. The Cardens are the parents of four.

Bus ads aid youth cause

JOBS PUSH — Public service bus ad space donated by the firm of TDI Winston Network, represented here by Regional Manager Joe Hevia (center), promoted the summer jobs project backed by Oakland Mayor Lionel Wilson (left) and C. L. Johnson (right) of the National Alliance of Businessmen.

More on retirement plans

(Continued from page 6)

Actually, his entire transit service totals about 40 years. He began working as a mechanic for Key System in 1944 (but left for other jobs) and had even worked before that for bus companies in Texas.

His hobby of figuring out the mysteries of antique timepieces began when he was eight-years-old, he says, and continues to absorb him today. He’s got a houseful that he’s collected, always has a backlog to work on, and even repairs old timepieces for antique dealers.

Nelson’s hobby blends comfortably with that of his wife, Emily: she collects antique dolls. Their home in Fremont, needless to say, is full of examples of these yesteryear artifacts.

The Nelsons have a large family. Two of his sons, James and Laurence, are with Maintenance Department at Seminary Division. The other children are Charles, Anne, Robert, Joyce, and Margaret — plus 24 grandchildren and four great-grandchildren.

(Continued on Page 7)
ROADEO event will determine top driver

Two employees and four retirees died within recent weeks.

Lawrence L. Vadnais, 67, a driver at Seminary Division, died June 7 in Hayward. His span of employment with AC Transit and its predecessor company covered nearly 34 years.

Survivors include his widow, Martha Ann, and three sons: Lawrence, Chester, and Lyal. Vadnais was a resident of San Lorenzo.

Albert Demchek, 60, a driver at Emeryville Division, died May 13 in Hayward. His transit employment dated from 1960.

Demchek was a resident of Concord. He left no immediate survivors.

Joseph E. Jodoin, 66, a retired Emeryville Division driver, died May 23 in San Francisco. He had completed 14 years on the job before his retirement in early 1978.

He is survived by his widow, Jean, and two children, Ritchie and Margie. His home was in San Lorenzo.

John F. Larson, 78, who was hired as treasurer-controller of the fledgling AC Transit District nine months before public purchase of the bus system from Key System Transit Lines, died June 16 in Alameda. Hired January 1, 1960, he supervised the changeover from a financial system in which almost everything still was done by hand, including bookkeeping. He retired in 1969.

Larson is survived by a niece, Agnes McCray.

Death came on June 23 to Lucien Bulette, 74, a former Seminary Division driver who had completed 24 years of service when he retired in 1968. He died at Kaiser Hospital in Hayward.

Bulette is survived by his widow, Virginia, and two sons Wayne and John. His home was in San Lorenzo.

Eugene V. Tannehill, 69, also a former Seminary Division driver, died July 3 in Oakland. His 23 years of transit service ended with retirement in 1975.

He is survived by a son, Roger Tannehill, and a daughter, Carole B. Jack. Tannehill lived in Oakland.

Board Actions

(Continued from back page)

- Authorized Board members to participate in APTA Annual Meeting in San Diego October 5-9, on motion of Director Rinehart.
- Authorized General Manager to negotiate with owner of Latham Square property, on motion of Director Bettencourt.
- Authorized Board members and up to four staff members to visit General Motors Corp. and Grumman Flxible Corp. manufacturing facilities, on motion of Director Bettencourt.

250 electronic fare boxes, on motion of Director Rinehart (See story, pg. 3).
- Authorized Board members to participate in conference on State and Regional Roles in Public Surface Transportation in Cambridge, Mass., August 17-21, on motion of Director Bettencourt.
- Authorized General Manager to advertise and seek bids for purchase of 250 electronic fare boxes, on motion of Director Rinehart. (See story, pg. 3).
- Authorized General Manager to negotiate with owner of Latham Square Building a 90-day option for purchase of property, on motion of Director Rinehart.
### FARE REVENUE-SERVICE MILES

<table>
<thead>
<tr>
<th>Service Miles</th>
<th>May 1980</th>
<th>May 1979</th>
<th>% Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>East Bay</td>
<td>1,390,018</td>
<td>1,369,981</td>
<td>1.5</td>
</tr>
<tr>
<td>Transbay</td>
<td>799,999</td>
<td>775,686</td>
<td>1.6</td>
</tr>
<tr>
<td>Fremont/Newark</td>
<td>150,932</td>
<td>136,223</td>
<td>10.6</td>
</tr>
<tr>
<td>Contract Services: (1)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>BART Express</td>
<td>212,725</td>
<td>213,015</td>
<td>-0.1</td>
</tr>
<tr>
<td>Concord</td>
<td>56,477</td>
<td>57,542</td>
<td>-1.9</td>
</tr>
<tr>
<td>Pleasant Hill</td>
<td>5,912</td>
<td>10,183</td>
<td>-42.6</td>
</tr>
<tr>
<td>Moraga/Orinda</td>
<td>30,318</td>
<td>25,828</td>
<td>17.4</td>
</tr>
<tr>
<td>Pittsburg/Antioch/Brentwood</td>
<td>33,148</td>
<td>35,398</td>
<td>-6.6</td>
</tr>
<tr>
<td>Total</td>
<td>2,673,529</td>
<td>2,623,866</td>
<td>1.9</td>
</tr>
</tbody>
</table>

(1) Contract service to Pinole-Hercules-Rodeo-Crockett began Sept. 5, 1978. This service is extension of Line 78A; statistical data is included in East Bay.

### FOCUS: Transit People and Projects

BI-LINGUAL INFO — Newark Administrative Services Director Al Huezo and Account Clerk Lida Osa aided in preparation of Spanish-English brochures on AC Transit’s new service in Fremont-Newark.
Actions of the Board

At an adjourned regular meeting June 25, the Board of Directors:

- Awarded contract to Bricker-Mincola for furnishing lightweight uniform trousers and slacks, subject to compliance with specifications and bid documents, on motion of Director Rinehart.

- Adopted resolution establishing a new fare structure, specifying a 10-cent elderly and handicapped rate and a 10 percent discount on Monthly Passes, on motion of Director Fajans.

- Adopted resolution authorizing the District to place certain monies derived from taxes and subsidies into “restricted funds” earmarked for specific uses, on motion of Director Rinehart.

- Approved amending Fiscal Year 1979-80 Operating Budget to add the line item, “Improvement Allowance” in the amount of $2,500,000, and approved interim operating estimate for Fiscal Year 1980-81, on motion of Director Rinehart.

- Authorized General Manager to solicit bids for electronic fare collection system to be purchased from “restricted funds”, on motion of Director Fajans.

- Authorized General Manager to negotiate and execute contract with Parker Productions to present a Driver Sensitivity Training Program, on motion of Director Fajans.

* * *

At a regular meeting July 9, the Board of Directors:

- Authorized travel of General Manager to APTA Legislative Conference to be held in Washington, D.C., on July 14, on motion of Director Bettencourt.

- Adopted resolutions authorizing filing of applications with Department of Transportation for operating assistance grants, on motions of Director Rinehart.

(Continued on Page 9)