New coaches delivered

First bus with anti-smog kit
Arrives for testing on property
Officers elected to head transit board

Ray H. Rinehart, certified public accountant, whose business experience has made him keenly aware of the financial challenges involved in operating public transit, has been elected president of AC Transit Board of Directors for 1971.

Rinehart, 59, of Piedmont, was named to the post at the first board meeting of the year Jan. 13.

E. Guy Warren, vice president for the past two years, was re-elected to that position. Owner of Warren Transportation Co. of Hayward, he is chairman of the board of trustees of California State Colleges.

Preceding the meeting, four incumbent directors took the oath of office from Alameda County Superior Judge William Hayes. The directors, who were re-elected in November, include John McDonnell, Robert Copeland, William Bettencourt and Warren.

Before he turned the gavel over to his successor, William E. Berk, president for the past two years, voiced his pride at serving as head of “directors who are as dedicated as you are—and a staff that is the best available in any district.”

Appointed to the board in March, 1963, Rinehart has played a leading role in efforts to obtain federal and state funding to offset escalating expenses.

A one-time truck driver who became a certified public accountant in 1957 after years of working as a public accountant, Rinehart is active in professional associations and public service.

He has held office in the Oakland Serra Club, Serra Center for Girls, St. Vincent’s Day Home, United Crusade and cerebral Palsy Center for the Bay Area. He lives at 180 Sandringham Rd., Piedmont.

Warren, 69, of 17031 Cull Canyon Rd., Hayward, was a member of citizens committees whose activities resulted in formation of AC Transit. He also was active in obtaining support for passage of the bond issue which put the property into AC Transit's five-year program.

Ac Transit's five-year program would result in enough "new look" buses to cover basic requirements by the time BART becomes fully operative at the end of the 1972-73 fiscal period. AC Transit, at that time, expects to have 681 coaches, 509 of them modern design.

Air conditioning would be provided in buses used on basic southern Alameda County main line and local service.

In addition, 15 smaller coaches, with seating for 33, would be purchased for small neighborhood lines where patronage is light, even during commute hours.

The program also would permit installation of modern inside bus cleaners at the three operating divisions and installation of an additional new-type bus washer at Richmond Division, similar to models now in operation at Emeryville and Seminary yards.

The improvement program covers replacement of head signs and bus stop signs, in keeping with realignment of lines to serve BART facilities. Structures also would be built on district property for security and maintenance.

Ten new passenger shelters would be built each year, during the ten-year period, and ten new sophisticated, streamlined concrete bus benches installed each year at different locations.

In planning ahead for the second five-year period, it is projected another 370 buses would be purchased to keep the fleet up to modern requirements, the general manager said.

Safe driving record

Richmond Division bus operators have set a new record, surpassing the safety goal of 13,250 safe driving miles per accident for 10 months out of 12 during the calendar year. With June ruled out of the count because of a strike, the Richmond drivers topped the goal every month except March.
For cleaner air

Buses roll with anti-smog kits

The first new buses equipped with anti-pollution kits were delivered to AC Transit this month—part of a $1 million New Year equipment gift to riders.

Fifteen new buses in all will be delivered in the next few weeks, bringing the property's count of modern-looking coaches to 477. Another 15 buses have been ordered for late Spring, to aid the system in keeping pace with patronage growth which has increased more than 15 percent since 1960. With the first order, five of the older-type buses will be taken out of service. Two will be used for parts and three will be sold, giving the property a total fleet of 708 buses.

E.I.P. Packages

All of the buses will have the experimental Environmental Improvement Program kit, expected to almost eliminate the minimal amount of pollution now attributed to diesel-burning buses.

The order also calls for Melamine ceiling paneling to the top of standee windows, eliminating traditional advertising frames.

Meanwhile, the system is preparing to convert its fleet of modern buses to the improved type of fuel injector.

New cost-of-living Increase hikes wages

Wages for AC Transit bus drivers and other union workers went up six cents an hour this month, the District's fourth cost of living increase.

The increase was based on recent changes in the U.S. Government's cost-of-living index and came under terms of a new contract settlement.

Non-union employees received an equivalent increase of 1.33 percent.

The new adjustment affects 1,550 employees and will add an estimated $108,000 to the District's wage costs during the remainder of the current fiscal year.

Cost-of-living increases paid by AC Transit in the past two years now total 29 cents per hour.

With the increase added to a basic wage of $4.50 per hour, bus operators earn $4.56 per hour—one of the highest rates paid in the transit industry. Class A mechanics earn $5.46 per hour.

Committee of transit directors, management
To aid coordination of bus and rail lines

Board members from AC Transit and BART will meet in committee sessions with management representatives in an effort to reach agreement on the best way to coordinate the two transit systems.

Presidents of AC Transit and BART Boards of Directors agreed to set up a small joint committee of board members to work with management on re-routing and financial matters.

Transbay service

A basic disagreement on how best to serve transbay commuters emerged at the meeting as directors of BART and AC Transit met in their first formal session this month at the Hotel Leamington.

The historic joint meeting was sought by BART to review AC Transit's preliminary plans for bus service to rapid transit stations.

Transbay guidelines, expressed by Alan L. Bingham, general manager, are to provide service "to maximize the use of public transit, whether by bus, rail or a combination of both, by holding the present level of patronage and attracting new riders to public transportation."

The transit executive also said AC Transit would operate connector bus service from all areas presently served by the system to one or more of the 18 BART stations within AC Transit boundaries. Eighty-two of AC Transit's 112 stations would serve BART stations, under preliminary rerouting proposals.

Bingham also said AC Transit would continue to provide local, express or transbay service necessary to meet additional needs of the people, operating additional connector services to BART as might be required.

BART's position, expressed by Lawrence D. Dahms, assistant general manager for planning and public service, was little, if any transbay service should be operated.

Instead, he declared, improved feeder service should be operated to BART stations. He maintained few, if any, transbay routes would be justified when costs are taken into account.

AC Transit countered that many areas would not be conveniently served by BART and, without bus service as planned, riders will switch to private cars.

Gradual change

Bingham said AC Transit's position calls for a gradual transition from bus to rail as riders decide which system they prefer, rather than cutting off service and discouraging riders completely.

HISTORIC MEETING—Board members of AC Transit and BART meet together in an effort to reach agreement on the best way to coordinate bus service with future rail operation. At microphone is Director William E. Berk, board president at time of session.
NEW
EMPLOYEES

AC Transit welcomed these new workers in October, November and December.
Assault and robbery study released

An "exact fare" plan of riding, identical to the one now in effect on AC Transit buses, is one of the best methods of combating crimes against bus drivers.

Other cities with a robbery problem should install the ready-fare plan, in which operators carry no money and all fares go into a locked fare box.

These were among recommendations released by the U.S. Department of Transportation after a two-year study of bus driver robberies and assaults.

The joint research project was undertaken by AC Transit in the fall of 1968, with the international office of the Amalgamated Transit Union as a co-sponsor.

Recommendations included:

Paid monitors should be used on high-traffic, high-risk bus runs, particularly by systems having difficulties on school routes.

Drivers should be selected for their ability to deal with the public as well as for their driving skills.

Bus alarm systems were found only marginally effective, as were identification and tracing aids. Use of guns and chemical sprays by drivers were viewed with great caution by both management and bus operators.

Surveillance of buses by police, private guards or other persons can be effective, but the cost is so great that such schemes seemed feasible for only short duration.

Communications by two-way radio and bus locator systems have little success in reducing robberies or assaults, but bolster driver morale and are justified for operational improvements.

The study also suggests a robbery description form be carried on all buses.

Major changes in operations for crime prevention were found unacceptable to drivers and transit management. Some less drastic measures, such as revising schedules to eliminate dangerous layover points, were found to have some desirability.

The study reported formal training programs investigated did not adequately teach drivers how to deal with the public or handle deviant behavior on buses.

The project determined that while bus crimes generally were committed by 16 to 20-year old members of minority groups, robberies were not racially motivated, but appeared to be for economic reasons.

The average robbery netted the thief about $100.

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The $309,000 study and the report were financed by a Federal grant of $206,000, and a $27,500 contribution from the international headquarters of ATU. Besides AC Transit, systems in Seattle, Atlanta and Chicago also participated in the study through staff efforts.

The research project was undertaken after bus crimes more than tripled in two years, discouraging some of the public from using mass transit, according to Urban Mass Transportation Administrator, Carlos C. Villarreal.

Marriage united two AC Transit employees in December when Marie Cook, a clerk at Seminary Division, became Mrs. Hal Berrner. However, the wedding almost got off on the wrong foot.

Because Marie's mother lives in Southern California, the pair decided to drive to Long Beach for the ceremony. For comfort on the long drive down, they both wore blue jeans and other old clothes.

But when they arrived, they discovered all their wedding clothes had been left behind. The prospect of facing the minister in faded jeans wasn't exactly appealing.

Fortunately, Hal's brother was driving down the next day. A phone call reached the brother in time and he was able to bring the wedding clothes along.

Frostie the Snowman - Commuters at the Transbay Terminal in San Francisco were greeted by this four-foot-high dancing snowman last Dec. 23 as part of a Christmas party sponsored by AC Transit. Inside is eight-year-old Deonna Gardiner, daughter of supervisor Gene Gardiner.

Entertainment - Christmas carols and other music made up a lively two hour show for transbay commuters at AC Transit's Christmas party. At the organ is driver H.R. "Rocky" Shore (with false nose), while the accordionist is driver Chester B. Anderson. Master of ceremonies and vocalist is supervisor Gene Gardiner. Other singing voices were provided by Deonna Gardiner, 8; Cindy Shore, 10, and Paula Palmer, 10.
Death takes 42-year transit veteran
Gordon Robertson, other pensioners

Gordon M. Robertson, who was as active in retirement as many men are in full-time work, died in November at the age of 78.

Robertson clocked 42 years with Key System, starting as a signalman and retiring in 1958 as superintendent of signals and communications.

Robertson started with a predecessor company of Key System in 1912, working on what then was one of the most modern railway signaling systems in the world. He left in 1918, but returned in 1922 to play a major role in the installation of automatic train safety equipment on the Bay Bridge in the 1930's.

Robertson is survived by his widow, Jennie, who lives at the family home at 1276 Excelsior Ave., Oakland.

Rudolph Murillo, who worked for Key System Transit Lines and its predecessors for more than 46 years, died in October.

Murillo, 80, began his career on July 16, 1909, and was pensioned Dec. 1, 1956. He is survived by a sister, Mrs. Josephine Williams of Oakland.

Candido A. Zanzi, also 80 at death, started as a trainman on Nov. 1, 1925, and was pensioned as a bus driver on Aug. 1, 1956. He died Nov. 23.

Zanzi is survived by a daughter, Mrs. Candida Broglio of Calpella, Calif., and two sons, August and William.

Homer S. Haney, who died Nov. 28, began as a trainman on Mar. 30, 1926, and was pensioned as a bus driver on May 1, 1964. He was 72 years old.

Haney is survived by his widow, Mrs. Cecille Haney of Los Molinos, Calif.

Long-time transportation worker retires

"Laughing at my alarm clock," is Mrs. Alyce Abbott's favorite daily diversion now that she has retired after more than 45 years of service. Formerly Alyce Sebright, she became Mrs. Fred Abbott on New Year's Eve.

Alyce, whose last day of work was Jan. 15, started service on May 25, 1925, as a clerk in what was then called the Tabulation Dept. In her own words, she "weathered lots of storms," and saw her department go through many changes.

The last, and the biggest, according to Alyce, was the switch over to computer operations which allows the department, now called Data Processing, to turn out a larger volume of work in a shorter period.

Alyce has many memories of her years with the transit property but is looking forward to the years ahead. In the planning stage are trips to Australia, New Zealand and Great Britain with her new husband, who expects to retire soon after
**Actions of the Board**

At an adjourned regular meeting Dec. 23, the Board of Directors:

- Adopted resolution confirming boundaries of AC Transit, Special Transit Service District No. 1, on motion of Director McDonnell.

At a regular meeting January 13, the Board of Directors:

- Elected Ray H. Rinehart as president, on motion of Director Warren. (See story, Page 2)
- Re-elected E. Guy Warren as vice-president, on motion of Director Bettencourt.
- Reappointed Touche, Ross & Company as outside auditors for the year, on motion of Director Copeland.
- Approved 10-year capital improvement program and authorized General Manager to apply for federal grant to help finance first five years of project, on motion of Director Copeland. (See story, Page 3).
- Declared three older model buses as surplus and authorized sale, on motion of Director Copeland.
- Affirmed intention to levy tax, in accordance with provisions of State code, on motion of Director Copeland.
- Authorized General Manager to execute bank agreement for financing new buses, on motion of Director McDonnell.

**Vietnam veteran returns to district**

A 25-year-old driver, who spent 15 months in South Vietnam, has been welcomed back to Seminary Division.

Ernest Cerritan, who says his main occupation in Vietnam was “staying alive,” rejoined AC Transit on Nov. 16.

Cerritan was stationed at Long Bin, about 50 miles southwest of Saigon. A truck driver with the Army, his job was to deliver food and ammunition throughout Southwestern South Vietnam.

He also participated in the American sweep into Cambodia last Spring, spending 32 days there.