"Santa Toyland" tours East Bay
BART, AC TRANSIT COOPERATION—Information personnel at AC Transit and BART are learning details of bus and train service so passengers can telephone for data from either agency. First “student” at AC Transit’s FXB Information Center is Mrs. Kay Jaynes, left, who will set up a similar customer service department for BART. She’s finding out about bus schedules and routes from Mrs. Zaida Malinak, Information Center supervisor. Direct phone lines also will link both agencies so information calls can be transferred, if necessary.

Bridge opens exclusive car-pool lanes; Three or more passengers ride free

An exclusive bus lane across the San Francisco-Oakland Bay Bridge has been expanded to include car pools in an unusual experiment designed to reduce traffic congestion.

Cars with three or more persons are not charged a toll to cross the span during the 6 to 9 a.m. peak commute period; pool drivers use two exclusive lanes to by-pass other motorists stalled at the toll plaza.

District installs improved
Fuel injectors in new buses

Work got underway this month on conversion of AC Transit’s entire modern fleet of buses to an improved type fuel injector as another step in reducing air pollution.

The new Low Sac Needle (LSN) injector reduces smoke, odor and other emissions.

Conversion of 462 buses to the new injector is being financed with a federal grant at $96,000, estimated at $96,000.

Conversion began after award of an $88,630 contract to Inter-Bay Supply Co. of Oakland, which will furnish injectors supplied by Korody-Coyler Corp. of Wilmington, Calif.

TRAFFIC DECONGESTANT — Buses, which have been zipping through the Bay Bridge toll plaza on their own exclusive lane for more than a year and a half, are joined by car-pools traveling on two lanes of their own. The State Division of Bay Toll Crossings inaugurated the experiment in an attempt to reduce automobile congestion.

Wage-freeze regulations clarified

With receipt of clarification of regulations from the Economic Stabilization Council, AC Transit employees have been informed the following provisions of the labor contract now can be implemented:

• The insured dental plan becomes effective Jan. 1, 1972.
• The District’s contribution to employees’ medical plan will be increased on Mar. 1, 1972, to a maximum of $35 per month.
• Increased uniform allowance, as provided for, will be paid.
• Advancements to higher classifications, based on newly established positions, now are permissible.

Senior citizen lower fare Retained through 1972

Senior citizens will be able to ride AC Transit buses for ten cents during off-peak hours for at least one more year. The Board of Directors approved a continuation of the ten cent fare plan for a third year despite revenue losses, attributed to the lower fare, of $347,000 annually.

The plan, which went into effect Jan. 1, 1970, allows people 65 and older to ride for ten cents, on East Bay lines, between 9 a.m. and 3 p.m. and between 7 p.m. and 3 a.m. weekdays. The lower fare also is in effect all day on weekends and on certain specified holidays.

Eligible senior citizens also do not pay zone charges and can ride from El Sobrante to Hayward for a dime.

Most south county express service To be dropped after BART starts

Most intercity express bus service between Hayward, San Leandro and downtown Oakland will be abandoned next year when BART begins operations.

AC Transit’s Board of Directors, agreed, this month, to discontinue Line 30 freeway express service connecting the three areas. Local feeder service to BART stations will be substituted.

A second major express route, Line 32, connecting Hayward, San Lorenzo and downtown Oakland, will be abandoned except for several peak hour trips.

Basic Line 32 service will be replaced with local BART feeder routes.

The Board’s action completes realignment plans for bus service to stations along the Oakland-Fremont BART line. 63 different bus lines will serve BART in its initial operation.
Six veteran transit workers retire; Service total exceeds 164 years

The last quarter of 1971 saw the retirement of six AC Transit workers who had a total of 164 years of service among them. They are: Lloyd G. Babo, Cecil B. Bailey, Charles V. Ballard, Peter J. Chiesa, Wayne F. Dorothy and Kitty G. Eirish.

Babo, who retired Dec. 1 at the age of 61, started June 18, 1946, as a trainman, later becoming a bus driver.

Bailey, 59, was a mechanic with Key System and the District from April 1, 1941, until his retirement on Nov. 1. Ballard started as a trackman June 4, 1941. He was in military service from Feb., 1943, through Feb., 1946, returning to be a mechanic until his retirement Nov. 1 at the age of 59.

Chiesa, who also retired Nov. 1, started as a mechanic and recently was classified as a machinist. He is 64.

Wayne Dorothy, 64, began with Key System on May 6, 1936; however, his permanent status as a mechanic dates to Dec. 29, 1944. He retired Oct. 1.

Kitty Eirish started with Key early in World War II as a trainman, later switching to ticket seller at the San Francisco Transbay Transit Terminal. She retired Oct. 1 with 29 years of service.

New Treasurer-Controller appointed

Appointment of Lowell D. Weight as new Treasurer-Controller of AC Transit was announced this month by Alan L. Bingham, general manager.

Weight, controller of East Bay Regional Park District since 1965, will assume duties of his office on Feb. 1—the same day he celebrates his 37th birthday.

Weight replaces Robert D. Tough, who resigned Sept. 15 to go to the Golden Gate Bridge, Highway and Transportation District.

John F. Larson, the property's first Treasurer-Controller, took over responsibilities of the position during the interim period.

Weight, a certified public accountant, was employed by East Bay Regional Park District in 1964. He rose from accountant to accountant office manager, assistant controller, acting controller and controller.

Previously, Weight was accountant and office manager for Van Loon Brothers, Walnut Creek, and general ledger accountant for Ampex Corp., Redwood City. He worked as a staff accountant for L. H. Penney & Co., certified public accountants of San Francisco, after service as a First Lieutenant in the Army between 1958 and 1960.

Maintenance veteran Gets new title

Richard "Dick" Bertz, veteran maintenance department worker, was selected for a new title this month—assistant general superintendent of maintenance.

Bertz, 47, has served as superintendent of maintenance at Emeryville Division and at Seminary Division dating back to June, 1968.

One of the many who have worked up through the ranks, Bertz started with Key System in 1942 as a cleaner in the garage. He left to serve with the Marine Corps during World War II and was on Guam and Iwo Jima.

Reinstated in 1945, Bertz became a mechanic B and a leadman in 1948. He was made a mechanic Class A leadman on inspection pits at Seminary Division in 1951.

Bertz lives at 17150 Via Medica, San Lorenzo, with his wife, Dorothy, a teacher at Garfield School in San Leandro, and their two sons, Dave, 15, and Douglas, 12.

Operators exceed safe-driving goals; Strings extended in two divisions

Operators in all three AC Transit operating divisions exceeded their safe-driving goals last month. Two of the divisions extended their strings of consecutive months of safe driving.

Richmond Division drivers, who had 21 accident-free days out of 30 during November, averaged an impressive 19,032 safe-driving miles per accident for the month.

Emeryville drivers now are working on their eighth straight month of topping the safe-driving goal of 13,250 miles per accident. They hit seven months in a row with 15,810 miles per accident for November.

At Seminary Division, drivers went over the top again last month with 13,312 miles per accident. They now have a five month string going.
Our 'Stockholders' Write

... a little, completely blind person with her guide dog got off the bus. Not only did the driver (Fred Fussell) guide her to the curb, but he led her down the block to the crossing point, took her across there and it was necessary again for her to make another crossing in order to arrive at her bus stop. After all of this, he dashed madly back to his bus, jumped aboard and resumed his route. We, on the bus, were full of admiration, I would like to register a complaint against the driver of a 34A bus... He refused to let me off at Lakeshore, saying the first stop was High Street... Since I have been taking the 34, 34A or 18, whichever comes along first, for five years, I assumed him that he was wrong and that all the drivers on 34A buses let me off at Lakeshore.

Mrs. Florence E. Cardon
Oakland

(As noted in your letter, there is a regular bus stop on Lakeshore, and we sincerely apologize for the inconvenience caused you. You provided us with sufficient information to properly identify the operator. He has been instructed concerning regular bus stops.—Ed.)

... Mike J. Corral is very courteous to everyone, even children. He certainly does all the right things... my trip was a very enjoyable one with him as he is so careful and really enjoys his job.

Mrs. B. Leslie
Alameda

... I was so impressed with the courtesy of driver Jackson Davis. He said "Thank you" when I paid my fare. When I asked him a question he gave me a friendly and courteous answer. I observed the same courteous attitude toward every passenger as they boarded. Also, his smooth and efficient driving—no sudden stops or starts, no throwing passengers about in the bus.

Mrs. Margaret B. Leverington
Oakland

Mr. George Walden deserves a great deal of credit in maintaining the high standard of AC Transit service... he is an excellent driver in all kinds of weather. He is courteous and has a cheery greeting for the people boarding his bus.

I have heard passengers repeatedly compliment and thank him when they got to their destination.

Mrs. Lorraine T. West
Oakland

October figures miss 1970 marks

October patronage and revenue figures in all categories fell short of the marks established during the same month a year ago.

Total passenger revenue for the month was $1,293,245, down $56,424 or 4.18 percent below the $1,349,669 collected during October, 1970. East Bay revenue was $706,617, down $28,719 from the $735,336 dropped into fare boxes a year ago—a decrease of 3.91 percent. Transbay revenue of $586,628 was down $27,705 or 4.51 percent below the $614,333 collected during October, 1970.

Commuter book sales totaled $266,432, off 6.302 from sales of $272,734 during the same month one year ago—a loss of 2.31 percent.

AC Transit carried 4,438,610 passengers during October, down 183,568 or 3.97 percent below the 4,622,178 carried during the month of October, 1970. East Bay buses carried 3,220,437, off 122,713 or 3.67 percent below the 3,343,150 who rode during the same month a year earlier. On transbay lines, patronage for the month totaled 1,218,173, down 60,855 or 4.76 percent below the October, 1970, figure of 1,279,028.

Nationally, the transit industry indicated a decrease in revenue passengers of 9.09 percent.

Operating costs during October were $1,921,606, up $143,698 or 8.08 percent above year-ago expenses of $1,777,908. The system operated 2,184,314 miles of service, a decrease of 37,644 or 1.69 percent below the October, 1970, mileage of 2,221,958.

Total income of $2,136,430 covered operational costs, depreciation and bond debt requirements, leaving a surplus of $103,468.
Actions of the Board

At an adjourned regular meeting November 24, the Board of Directors:

- Placed fire insurance coverage on buildings and equipment, and fire and extended insurance coverage on buses, with Frank B. Hall and Co., for three year terms, on motion of Director McDonnell.

At a regular meeting December 8, the Board of Directors:

- Placed excess bodily injury and property damage liability insurance coverage with Frank B. Hall and Co., for a three year term, on motion of Director McDonnell.
- Continued reduced senior citizen fare for another year, on motion of Director McDonnell. (See story, Pg. 3)
- Inaugurated direct service between San Francisco and new BART building in Oakland, on a trial basis effective Dec. 6, on motion of Director Berk.
- Extended loop of Line 88—Market St.—West 12th St. from Addison St. to Allston Way because of traffic problems at Addison, on motion of Director Berk.
- Extended one morning trip of Line 91—Castro Valley—Hayward approximately two miles into Castro Valley hill area to benefit students living there, on motion of Director Berk.
- Approved discontinuation of Line 30 express service, and continuation of rush-hour-only express service on Line 32, both to take effect when BART initiates service, on motion of Director Berk. (See story, Pg. 3)
- Continued service on Line 83M—7th St. Marine Terminals for another six months on a trial basis, on motion of Director Berk.