Agencies work together to bring Public transit to Santa Clara County
Santa brings joy to East Bay children

Santa Claus took his annual ride aboard an AC Transit bus on Nov. 24 this year.

Riding in his own sleigh on top the District's "Holiday Bus," Santa greeted children from Richmond to Hayward.

As he has for many years, Richmond Division Superintendent Nick Alevizos played the part of Santa. His assistants were PBX/Information clerks Kathy Fischer and Bardi Darcey.

AC Transit to manage new bus system
Under contract for Santa Clara County

In an unprecedented action for the West Coast transit industry, AC Transit will take over management of the new Santa Clara County Transit District on Jan. 1.

A contract, covering the unusual partnership between the two transit agencies, was approved late last month by the AC Transit Board of Directors and the Santa Clara County Board of Supervisors.

18 month contract

The management arrangement will last through June 30, 1974, but could be extended for a longer period.

Policy decisions are being made by Santa Clara County supervisors, sitting as directors of the new agency. In its new capacity, AC Transit has the responsibility for transportation operations, equipment and building maintenance, scheduling, accounting, employment and training, safety, stores and purchasing, public relations and marketing.

AC Transit also will provide consultant services on labor relations, claims, acquisition negotiations, route expansion planning, equipment specifications, Federal grants and legal services.

AC Transit Board President Ray Rinehart described the plan as a "unique example of one public agency taking advantage of the particular skills and capabilities of another public agency to get into business—to the economical advantage of the public."

The new district was created by Santa Clara County voters last June and involves the take-over of San Jose City Lines, which owns 54 buses, Peninsula Transit Lines of Palo Alto with ten buses, and the San Jose operations of Peerless Stages, Inc., which operates eight coaches.

Howard W. Campen, county executive for Santa Clara County and Transit District executive officer, said little immediate changes will be noted in the take-over.

"But," he added, "down the road Santa Clara County Transit District expects to purchase a new bus fleet of 200 coaches over the next five years and to expand and improve routing and scheduling, serving additional communities.

“We also foresee the most sophisticated approach to personal rapid transit. Santa Clara County has the need—and the resources—for development of new transit modes which can be innovative, as well as practical, and serve the purpose of getting people out of cars," Campen added.

Santa Clara County will pay AC Transit $5,500 per month for the help of its 13-member management executive team. AC Transit also will be reimbursed for all expenses incurred by other employees involved in the dual activity.

The financial arrangement was designed to assure that AC Transit taxpayers and riders will not, in any way, subsidize the Santa Clara operation.
A battery powered electric bus which emits no air pollution and is silent in operation was shown to AC Transit Board members and management last month.

The 20-passenger bus, manufactured by Electrobus, a Southern California firm, was driven through downtown Oakland traffic and up Piedmont hills.

Powered by a 36 cell, 4200 pound, lead acid battery, the bus operates at speeds up to 35 miles per hour for a distance of 40 to 50 miles before batteries have to be changed.

**Five pensioners and bus operator**

**Taken by death during recent weeks**

Five pensioners, all with long service records, and a present bus driver died recently.

**Driver** Hershell D. Prescott of 2107 73rd Ave., Oakland, died Nov. 20. Prescott, who was 84, was employed Dec. 10, 1952. His survivors include his widow, Betty, a son, Michael, and four daughters, Loraine, Marlene, Paulene and Charlene.

Retired driver William Bunce of 1261 Hampshire, San Francisco, died Aug. 9 at the age of 69. Bunce was employed from Sept. 11, 1945, until his retirement Jan. 1, 1970. He is survived by his widow, Loretta, and two daughters, Mrs. Diane Simon and Mrs. Barbara Wirtz.

Lawrence B. Butler, who retired Jan. 1, 1969, as lead parts clerk, died of a heart attack on Nov. 26. He was 71. Butler, who lived in Denair, Calif., is survived by his widow, Stella.

**Pearl F. Draper,** whose transit career spanned nearly half a century, died Nov. 19 at the age of 84. Draper's service ran from May 20, 1907, until his retirement as a trainman on Feb. 1, 1956. He lived at 170 Perkins St., Apt. 104, Oakland, and is survived by his widow, Ruth.

**Leon P. Lagier,** who was a mechanic at Seminary Division from June 3, 1942, until his retirement July 1, 1968, died Oct. 24 at the age of 67. Lagier, who lived at Sea Ranch, Calif., is survived by his widow, Mabel, and a daughter.

**John A. Ruggles,** who had 40 years of service from June 15, 1922, until his retirement Mar. 1, 1962, died Nov. 7 at the age of 78. Ruggles spent 20 years as a driver and 20 years as a maintenance foreman. He is survived by his widow, Ellen, and a married daughter.

**New electric bus**

**Shown to Board**

**BATTERY POWERED BUS** — Board President Ray Rinehart, foreground, steps aboard electric bus for demonstration ride in Oakland.

An Electrobus vice-president, H. H. Flum, told Board members that battery changes take only five minutes and that buses are ready to roll immediately after a recharged battery has been installed.

The exchanged battery then is recharged for use, in another bus.

Features of the bus, Flum said, are pollution-free operation, silent running and smooth starts. He also said its simplified design and low maintenance requirements should lead to a 25 year in-service life.

**Three centuries of service**

**John Stockman heads list Of dozen new pensioners**

Twelve AC Transit employees, with a total of 331 years of service among them, are winding up their transit careers by retiring as the year ends.

**John T. Stockman,** Supervisor of Data Processing, retires officially on Jan. 1, although his last day of work, because of accumulated vacation time, was Nov. 16.

**William Bunce,** who retired Jan. 1, age of 78. Ruggles spent 20 years as a maintenance foreman.

**HAPPY HOLIDAYS FOR HIM—James S. Danzy,** left, is thinking thoughts of a very merry Christmas as he receives a $150 check from Stan Pearce, right, while Bob Getsy, center, looks on. Danzy earned the award for a suggestion he submitted through AC Transit's VIP plan. Danzy suggested an improved fare collection procedure. Pearce and Getsy are members of the VIP Committee.

**THREE DECADES—John Stockman,** with 30 years as head of Data Processing, retires officially Jan. 1.
Senior citizen fare

To reduce noise, improve appearance

CARPETING ON THE CEILING? There's a reason for it. Manager of Maintenance A. R. Lucchesi and PBX/Information clerk Kathy Fischer examine carpeting which was installed on one of AC Transit's transbay buses. The carpeting is part of an experiment to reduce interior bus noise.

Carpeting installed on bus ceiling in effort
To reduce noise, improve appearance

Carpeting was installed on the ceiling of an AC Transit bus this month and passengers were surveyed for their reactions to the innovation.

The unusual work was done on bus No. 133, one of the "Transit Liners" purchased nearly a dozen years ago to give commuters the comfort of high-back seats.

Refurbishing of a previous model proved most riders missed the full outside view and felt a little closed in.

Seats on No. 133 were re-upholstered in a bucket style, with colors coordinated with ceiling shades. Arm rests were removed in an effort to make rides more comfortable for passengers.

Passengers' reactions, collected on survey cards, will guide the District in making further improvements to bus interiors.

Board continues
Senior citizen fare

The special ten-cent fare for senior citizens will continue at least one more year with the time the fare is in effect extended to 4 p.m. as the result of Board action this month.

Management is studying the possibility of extending the time even further - to 4:30 p.m. weekdays - depending on peak-hour passenger loads.

Under the plan, which went into effect Jan. 1, 1970, people 65 and older may ride East Bay lines for ten cents between 9 a.m. and 4 p.m. and between 7 p.m. and 3 a.m. weekdays, plus all day on weekends and certain holidays.

Eligible senior citizens - about ten percent of Alameda County's population - can ride from Hayward to El Sobrante for a dime since zone charges are not applied.

Line 31 intercity express
To continue on limited basis

The system operated 2,243,683 miles of service, an increase of 113,704 miles or 5.3 percent above the October, 1971, mileage of 2,129,979.

Total income of $2,494,528 covered operational costs and left a surplus of $112,148 after meeting full bond debt requirements.

October figures show increase

All revenue and patronage figures showed an increase during October, compared to October, 1971.

Total passenger revenue for October was $1,334,017, up $40,772 or 3.2 percent above the $1,293,245 collected during October, 1971. East Bay revenue was $717,691, up $11,074 or 1.6 percent above the $706,617 dropped into fare boxes a year ago. Transbay revenue of $616,326 was up $29,698 or 5.1 percent above the $586,628 collected last year.

Commute book sales totaled $284,728, up $18,296 from sales of $266,432 during the same month a year ago - a rise of 6.9 percent.

AC Transit buses carried 4,560,259 passengers during October, up 121,649 or 2.7 percent above the 4,438,610 carried during the month of October, 1971. East Bay buses carried 3,289,319 riders, up 68,882 or 2.1 percent above the 3,220,437 who rode during October, 1971. On transbay lines, patronage for the month totaled 1,270,940, up 52,767 or 4.3 percent above the October, 1971, figure of 1,218,173.

Nationally, the transit industry indicated a decrease in revenue passengers of 2.43 percent.

Operating costs during October were $2,177,934, up $256,328 or 13.3 percent above year-ago expenses of $1,921,606. The system operated 2,243,683 miles of service, an increase of 113,704 miles or 5.3 percent above the October, 1971, mileage of 2,129,979.

Total income of $2,494,528 covered operational costs and left a surplus of $112,148 after meeting full bond debt requirements.

3 year passenger revenue comparison
At an adjourned regular meeting Nov. 22, the Board of Directors:
- Referred bids for furnishing fuel and other petroleum products to management for evaluation and recommendations, on motion of Director Copeland.
- Awarded contract for furnishing one mechanical bus washer to Ross and White Co., subject to approval of Urban Mass Transportation Administration, on motion of Director McDonnell.
- Created new positions of senior planning coordinator and project coordinator, on motion of Director Copeland.

At an adjourned regular meeting Nov. 28, the Board of Directors:
- Authorized President to execute Bus Management and Consultant Services Agreement between AC Transit and Santa Clara County Transit District, on motion of Director Berk. (See story, Pg. 3)

At a regular meeting Dec. 13, the Board of Directors:
- Awarded contract for supplying diesel fuel and other necessary petroleum products to Shell Oil Co., on motion of Director Copeland.
- Retained Arthur Young and Co. as independent auditors for 1972-73 fiscal year, on motion of Director Daughtry.
- Awarded three-year public liability and property damage insurance contract, with $50,000 deductible, to Unigard Mutual of Seattle, on motion of Director Daughtry.
- Retained limited service on Line 31, commencing with BART extension to Richmond, on motion of Director McDonnell. (See story, Pg. 6)
- Inaugurated Sunday service on lines 82 and 92 in Hayward for a six month trial, commencing early in 1973, on motion of Director McDonnell.
- Continued reduced senior citizen fare and extended time to 4 p.m. weekdays, on motion of Director McDonnell. (See story, Pg. 6)
- Authorized General Manager to execute Joint Exercise of Powers Agreement with other agencies to develop details of local transportation services for central Contra Costa County, and appointed General Manager to represent AC Transit on the Board of Control, on motion of Director McDonnell.
- Adopted resolution declaring results of Nov. 7 election of three directors, on motion of Director Bettencourt.