Community service
Performed by drivers
Recognized by Police


**New Territories**

**Board adopts expansion policy**

AC Transit legally can expand local bus operation to include all of Alameda and Contra Costa counties, and is in favor of doing so. The District also can assist areas which are attempting to obtain funds from the State sales tax on gasoline, or other sources.

AC Transit’s position on expansion into regions now outside District boundaries was spelled out in a policy statement adopted by the Board of Directors this month. The statement included:

- AC Transit has the continuing responsibility of favorably considering annexation of additional territory in order to meet transit needs within the two counties.
- The levels of service provided in any new areas may be different from that now provided within the District; therefore, AC Transit may consider establishment of Special Transit Service Districts, with separate property tax rates, in areas requesting annexation. AC Transit could contract with outside areas to provide transit services, provided all costs are paid by the communities involved; however, this should be considered a temporary measure, rather than a long-range program.
- Areas within BART or AC Transit district boundaries cannot apply for gas tax funds for transportation purposes; however, AC Transit is willing to include in its own applications, requests for monies for service in areas outside its present boundaries but within BART’s boundaries.
- If outside areas do undertake annexation, a majority vote in the area is required. A special property tax then could be set, reflecting the level of service operated.

Newly established special service districts would not be subject to the same property tax now paid within AC Transit boundaries—nor would present AC Transit taxpayers be required to underwrite any of the new service.

Central Contra Costa County and the Tri-City area of Fremont, Newark and Union City separately have joined in Joint Exercise of Powers Agreements with BART, AC Transit and the Metropolitan Transportation Commission to implement previous transit engineering studies.

**Riders surveyed on Proposed reroutings**

Bus riders are being asked their opinions before AC Transit makes changes in existing service to coordinate with BART transbay operations.

Cards detailing proposed reroutings, improvements or abandonments are being handed out to customers on different East Bay and transbay lines. Along with describing plans for affected lines, the cards ask for each rider’s views.

AC Transit previously made extensive appearances before East Bay city representatives, civic, business and neighborhood groups to explain rerouting plans.

The survey of riders will be analyzed before additional coordination proposals are brought to the Board of Directors for final action.

**Survey—Transbay passenger Ed Sanchez of Walnut Creek reads survey card. AC Transit is asking riders’ opinions about proposed service changes.**

**Proposed reroutings**

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**Passenger checks indicated a reasonable requirement for this service. An additional Line 92 trip now is being operated from Hayward BART station at the time requested.**—Ed.)
Drivers have roles in murder mystery

INDOOR RAIN—A technician sprays a mixture of water and glycerin on bus windows in preparation for a movie scene. The glycerin causes the water to bead and makes it appear the bus is in a driving rainstorm.

The drivers will be seen walking back and forth while Mrs. Bradshaw, a former driver, will be seen giving directions to a bus rider.

Mrs. Bradshaw said the filming "was fun, but I have a greater respect now for actors—it's also hard work."

Mrs. Bradshaw was on the job two nights in a row, once from 6 p.m. to midnight and then from 6 p.m. to 4 a.m. "For all that time, though," she said, "my entire scene will last only about 30 seconds on the screen."

Walter Matthau stars in the movie as a San Francisco police sergeant who has the job of solving the mass murder.

In a near coincidence of names, one of the important supporting roles is played by actor Anthony Costello. However, Costello and driver Castello did not meet even though they will appear on the screen at the same time.

The movie is scheduled for release later this year.

Drivers help keep community safe by using radios on "Police Alert"

Driver Eddie Haffer knew something was wrong the instant he saw the two men bolt from the liquor store and race off in different directions.

"I remember watching them run and wondering, to myself, 'Now, what's that all about?'

Seconds later, a third man appeared at the liquor store door. "Bullets started flying all over the place," Haffer recalls, "and I was parked just across the street."

"My first reaction was to grab my phone. My second reaction was to get out—fast!

Haffer's actions were right on both counts. He had just witnessed an attempted armed robbery of an Oakland liquor store—an attempt which not only failed, but resulted in the death of one of the two would-be robbers.

Haffer's quick call to Central Dispatch was relayed to Oakland police, who got to the scene within minutes.

The bus driver's alert was only one of numerous calls made by Central Dispatch to East Bay police and fire departments, alerting them to problems and bringing help to people in distress.

The community service performed by AC Transit drivers is recognized by authorities in East Bay cities, including Oakland which has a special "Radio Alert" program.

Emeryville, Richmond drivers exceed safe-driving goal

Emeryville Division drivers made it three months in a row, through February, in exceeding the AC Transit safe-driving goal.

With a February score of 13,896 safe-driving miles per accident, they bettered the monthly goal of 13,250 miles.

Richmond Division drivers made it two straight months over the top with 14,022 miles during February.

Oakland receives about 35 "Radio Alert" calls from AC Transit drivers each month and awards citations in cases of special incidents.

In Haffer's case, he was driving a Line 82 bus eastbound on 7th Street last January 4 about 1 a.m. when he saw the men running.

The two had just attempted to rob the store. Unfortunately for them, an armed guard in civilian clothes was inside the store at the time.

The guard drew his own pistol and the pair fled. Eight shots were fired and the gunman was killed. The second bandit escaped, but was captured the next day and has been charged with armed robbery and as an accessory to murder.

In its most recent bulletin, Oakland Police listed nine examples of similar community aid—six of which involved AC Transit drivers.

Drivers Helen Pitts and Marvin Paulson reported a broken window and possible burglary. They assisted the officer at the scene and prevented further merchandise loss.

Driver Willie L. Gobbell Jr. reported a prowler with a butcher knife, enabling police to arrive quickly.

Other calls included: gun shots, a mud slide which was a hazard to motorists and a possible robbery in progress.

More than half of all calls received by the Oakland Police Department through the Radio Alert program originate with AC Transit drivers, according to a police spokesman.

The Cover—AC Transit driver Eddie Haffer receives a Certificate of Appreciation from Thomas O. Donahue, Deputy Chief of the Oakland Police Department. In the presentation ceremony, Chief Donahue praised Haffer for contributing to the safety of the citizens of Oakland. Haffer was a witness to an attempted armed robbery and shooting and used his on-board radio to call for help.
Nine transit veterans plan retirement; Service totals nearly 280 years

Nine AC Transit workers with nearly 280 years of service among them are choosing retirement this Spring. Mid-March retirements were taken by: Aubrey P. Lawson, Carll B. Miller, Conrad F. Peterson, Eric W. Smith and Ross C. Taylor Jr.

Retiring in April will be George Tulpo, while Francis S. Hodge, Harvey Jackson and Aunggangan P. Valtakis leave in May. Lawson, who lives at 14257 Doolittle Dr., San Leandro, is 62 and has been a driver since June 26, 1945. Miller, also 62 and a driver since October 25, 1946, lives at 5260 Sunset Dr., El Cerrito.

Peterson, a mechanic-leadman, is 70 and worked for AC Transit and its predecessor company, Key System, since October 29, 1943. He lives at 5018 Fleming Ave., San Pablo.

Eric Smith, a maintenance department foreman, started on January 12, 1931. Now 63, he lives at 16145 Via Desano, San Lorenzo.

Taylor, an operator since December 30, 1944, retired at 56 and lives at 2990 Dam Rd., San Pablo.

Tulpo, a relief foreman in maintenance, began his career May 5, 1943. He is 56 and lives at 3920 Bona St., Oakland.

Hodge has the longest service of this latest group of new pensioners—47 years—dating from September 1, 1925, when he was hired as a mechanic. He became a foreman in January, 1963. Now 65, he lives at 2231 Ashby Ave., Berkeley.

Jackson, now 62, has been a driver since June 17, 1953. He lives at 1350 Neilson St., Berkeley.

Valtakis was hired as a driver Dec. 6, 1945, became an assistant dispatcher and transportation supervisor. He is 58 and lives at 3011 Logan St., Oakland.

Three maintenance jobs Shifted during March

The retirement of Eric Smith, night shift maintenance foreman at Emeryville, led to a series of Maintenance Dept. transfers and promotions this month. Anthony Perry, who was mid-shift foreman at Richmond Division, became mid-shift foreman at Emeryville.

William N. Martin, who was mid-shift foreman at Emeryville, became night shift foreman at Emeryville. Albert Villalta, a mechanic at Richmond, was promoted to mid-shift foreman there.

FAREWELL PARTY—When Emeryville Division foreman Eric W. Smith finished his last shift March 13, his co-workers held a party for him. Since it was 7:30 a.m., they supplied pastry and coffee rather than the traditional cake. Smith closed out a 42 year transit career.

READY TO RETIRE — Conrad Peterson, Seminary Division maintenance leadman, holds one of the gifts he received at his retirement party. He says he plans to thoroughly enjoy his new leisure.

Gains, losses show in January

Revenue and patronage figures for January showed both gains and losses, when compared to January, 1972.

Total passenger revenue for January was $1,241,268, up 4.44% over the $1,205,914 collected during January, 1972. East Bay revenue was $637,752, down $19,316 or 2.9 percent below the $657,068 dropped into fare boxes a year ago. Transbay revenue of $603,516 was up $24,160 or 4.2 percent above the $579,356 collected last year.

Commute book sales totaled $293,172, up $16,138 from sales of $277,034 during the same month a year ago—a rise of 5.8 percent.

AC Transit buses carried 4,274,812 passengers during January, down 8,179 or .2 percent below the 4,282,991 carried during the month of January, 1972. East Bay buses carried 3,090,486 riders, down 53,310 or 1.7 percent below the 3,143,798 who rode during January, 1972. On transbay lines, patronage for the month totaled 1,250,034, up 45,131 or 3.8 percent above the January, 1972, figure of 1,204,903.

Nationally, the transit industry indicated an increase in revenue passengers of 61 percent.

Operating costs during January were $2,204,462, up $248,888 or 12.7 percent above year-ago expenses of $1,955,574. The system operated 2,221,093 miles of service, an increase of 104,772 miles or 5.0 percent above the January, 1972, mileage of 2,116,321.

Total income of $2,393,189 left a deficit of $88,862 in meeting full bond debt requirements and operating costs.
Actions of the Board

At an adjourned regular meeting February 26, the Board of Directors:

- Authorized General Manager to file claim with Metropolitan Transportation Commission in the amount of $5,164,000 of gasoline sales tax funds for fiscal year 1973-74, on motion of Director Rinehart.
- Granted authority to General Manager to execute Joint Exercise of Powers Agreement in connection with the Tri-City Transit Implementation Project, on motion of Director Rinehart.

At a regular meeting March 14, the Board of Directors:

- Awarded contracts for furnishing bus window glass, seat covering material and floor covering material to low bidders, subject to meeting specifications, on motion of Director Berk.
- Awarded contracts for purchase of motor vehicles to low bidders, and authorized sale of used motor vehicles on open market, on motion of Director Berk.
- Authorized Office of Procurement, Dept. of General Services, State of California, to purchase motor vehicles for the District, on motion of Director Rinehart.
- Authorized expenditure of funds not to exceed $10,000 for costs of security personnel, on motion of Director Copeland.
- Authorized General Manager to advertise for bids for furnishing uniform trousers, on motion of Director Rinehart.
- Authorized board members and management to attend American Transit Association regional conference, on motion of Director Copeland.
- Directed continuance of service on lines 33/33R and 31, subject to periodic evaluations of patronage, on motion of Director Rinehart.
- Adopted position paper constituting District policies in regard to expansion of operations into areas outside District boundaries, on motion of Director Rinehart. (See story, Pg. 3)
- Agreed that number of seats on 35-foot buses now on order be reduced from 45 to 42 per coach, on motion of Director Rinehart.
- Appointed General Manager as District representative to the Board of Control of the Tri-City transportation project, on motion of Director Rinehart.
- Created new position of assistant schedule analyst, on motion of Director Copeland.