The smallest and Largest in bus fleet


District will need 42 new buses next year
To keep up with service requirements

AC Transit projects it will need 42 more buses to keep up with service requirements during the next fiscal year, and another 78 new coaches by late 1975. Authorization to go out to bid for the 42 buses was given by the Board of Directors this month. Delivery is expected in about ten months.

Purchase of equipment is being funded under a $7,670,000 grant made by the U.S. Department of Transportation’s Urban Mass Transportation Administration in January, 1972. The grant covers new buses and improved facilities, including 50 bus shelters, during a four year period.

The new coaches will be 35 feet long, 96 inches wide and will carry 42 seated passengers, under a District policy of providing extra leg room for riders. The buses ordinarily seat 45 people.

The buses will be equipped with Environmental Improvement Packages (EIP), which lessen the already minimal amount of pollution attributed to diesel-powered coaches. The property’s entire modern fleet meets California’s 1973 emission control standards.

Additional acoustical material will be specified to help quiet both interior and exterior noise.

Delivery of the new buses will bring the modern fleet count to approximately 650 buses.

Seats in the new buses will be fabric covered and will be mounted on single pedestals, offering additional leg room and visual spaciousness.

Transbay bus commuting
Shows dramatic increase

Transbay commuting by bus has jumped 114 percent since AC Transit went into business 13 years ago, according to a study made by the University of California’s Institute of Transportation and Traffic Engineering.

During the same period, use of cars for transbay commuting increased 35 percent.

A traffic count on buses and autos was made during a recent 6:30 to 8:30 a.m. commute period when 512 buses crossed the span, carrying 19,109 passengers. During the same time slot, 17,373 cars traveled the bridge with 25,097 passengers, a load factor of 1.44 persons per automobile.

AC Transit riders who commuted by bus between 6:30 and 8:30 a.m. represented a 7.4 percent increase over figures reported one year ago.

Car passengers using the bridge increased 1.6 percent during the same 12 month period.

Buses are carrying 51.4 percent of the people crossing the Bay Bridge between 7:30 and 8 a.m. The figures include riders carried by AC Transit and Greyhound.
Driver watches package
Then weds its owner

THEY MET ON A BUS—Driver Manley Morgan and Gail Johnson are Mr. and Mrs. Morgan now. Gail left a package on Manley's bus last year and that brief encounter led to marriage earlier this month.

Manley Morgan tried to get the young lady's attention to tell her not to leave her package on his bus since he was just about to leave on another run, but she had hurried to buy an ice cream cone at a store near the end of the "B" line in Oakland.

It was shortly after Christmas last year and Morgan decided that the package probably was a Christmas present.

He didn't know her name and he hadn't seen her on the line before so he decided to wait until she returned a minute later with her cone.

When she came back he learned her name was Gail Johnson and that she was visiting an aunt in Oakland.

Since she was the only passenger on the end of the line, they struck up a conversation. They learned they shared the same birthday, January 29th, and Morgan discovered he liked the bouncy, articulate Gail.

The next time he saw her on his bus, he decided to ask her for a date.

She accepted and that first date led to another and another.

Morgan decided a permanent match would be fine and Gail agreed. He proposed, she said "Yes," and the couple was married October 7 in Carmel.

The new Mr. and Mrs. Manley Morgan are living in his old apartment in Oakland.

Richmond drivers to aid New "Radio Alert" plan

AC Transit drivers will work with the City of Richmond Police Department in a new Radio Alert program, offering around-the-clock assistance in reporting community problems.

Drivers on the road use the two-way radio system to notify district Central Dispatch of suspicious acts or incidents requiring help. Central Dispatch, in turn, passes the alert along to police or fire departments involved.

Because of this community involvement, a number of incidents have been brought to the attention of authorities, permitting them to stop illegal acts or answer distress calls without delay.

The Richmond program started with cooperation from AC Transit, but will be expanded to include other radio-equipped vehicles.

At the age of 30, Primitivo "Primo" Villarreal Jr. of Alameda is a determined man. He's determined to earn a college degree and, at the rate he's progressing, no one should doubt he will make it.

Currently a Mechanic "C" at AC Transit's Emeryville Division and a student at College of Alameda with a 2.85 grade point average (a straight "B" would be 3.0), Primo expects to win his Associate of Arts degree by June, 1974.

After that, he plans to apply for admission to the University of California, Berkeley, although he will attend either San Francisco or Hayward state universities if Berkeley is too crowded.

Primo is well on his way toward his goal, having finished first in California and fourth in the nation in a skill test as a diesel engine mechanic.

As an entrant in the Vocational-Industrial Clubs of America (VICA) contest, Villarreal topped all others in California in the oral exams and in a time-test to find a "bug" in a diesel engine.

Following his first place finish, he went on to Tulsa, Oklahoma, in mid-July, representing California in the national contest, where he finished a highly respectable fourth.

Born in San Antonio, the oldest of eight children, "Primo" grew up in that South Texas city and was graduated from San Antonio High School in 1962.

COLLEGE STUDENT—Primo Villarreal, who attends school daytime in his quest for a college degree, works full-time as a maintenance employee on evening shifts Tuesdays through Saturdays.

MECHANIC—Primo Villarreal studies at home in his effort to earn his college diploma.

He married his wife, Gloria, and joined the Navy, all in that same year. He served four years in the Navy as an electrician and was discharged in 1966.

The Villarreal family came to California in 1969 and Primo went to work for AC Transit as a mechanic in August of that year.

Primo works at the District's Emeryville Division yard on the 4 P.M. to midnight shift, Tuesdays through Saturdays, while attending college from 8 a.m. to 1 p.m., Mondays through Fridays.

"My wife thought I was joking at first when I told her I wanted to go to college and earn a degree in diesel engine mechanics," Villarreal admits now, "and she was a bit pessimistic in the beginning, but she's changed her mind and now she's my biggest booster.

While Primo is working his way through college, Mrs. Villarreal helps ease the pressure by making sure that David, 8, and Lucinda, 2, give him the peace and quiet he needs when studying at home.

Though a final decision still is a few years off, Primo says he hopes to stay with AC Transit after he earns his bachelor's degree.
READY FOR SURGERY—With seats removed and roof and floor paneling already cut away, bus No. 798 awaits the next move—removal of a section between front wheels and rear door. At this point, the bus still is 35 feet long.

EASY DOES IT—Window frame section is lifted out as dismantling continues.

UNSKIRTED—Final piece of paneling is removed, exposing the section taken out to tailor the bus for specialized neighborhood service. If the conversion is successful, AC Transit will consider cutting down another 12 buses for the door-to-door project.

COMING TOGETHER—The difficulty of the “operation” is seen in this photo as the two sections are carefully moved toward each other.

TIGHT FIT—The sections now have been joined but work to make the connection complete still has to be done, including rewiring of electric lines and other control systems. Later, 16 seats will be installed, providing 21 inches of seating space per passenger. Seats across back will be even wider.

RIVETS OUT—Worker pulls last rivets to allow outside panel to be removed.

AC Transit shortens Bus for possible use in Dial-a-Ride operation

CUT-AWAY—The two sections of the bus now are ready to be rejoined. When the connection is completed, the interior will be refurbished with floor and ceiling carpeting and wood-grained melamine paneling.

SURGERY COMPLETE—Back together again but more than five feet shorter, the bus is ready for final connections and repainting. The bus still has the same power plant, automatic heating and ventilation system, and the complete air ride originally in the bus but unavailable in smaller coaches.
NEW EMPLOYEES

AC Transit welcomed these new workers in July, August and September

Lee Ary
Transportation
Emeryville

Michael Bille
Transportation
Richmond

Dennis Birdsong
Transportation
Seminary

Prost Chanoul
Transportation
Emeryville

John Cook
Transportation
Emeryville

Alicia Cribbs
Maintenance
Emeryville

Antonio Cruz
Transportation
Emeryville

James Curlee
Transportation
Emeryville

Paul Daforse
Transportation
Emeryville

Vernon Faver
Transportation
Richmond

Steven Foster
Transportation
Richmond

James Fowler
Transportation
Emeryville

Joseph Garcia
Maintenance
Emeryville

Billy Green
Transportation
Emeryville

Rita Hampton
PBX-Information
Emeryville

Michael Hearing
Transportation
Seminary

Danny Hitchcock
Transportation
Seminary

Irwin Hively
Transportation
Seminary

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Transbay figures rise sharply in August

Transbay revenue and patronage rose sharply during August, the sixth month in a row this has occurred, and all figures showed increases when compared to August, 1972.

Total passenger revenue for August was $1,313,600, up $63,512 or 5.1 percent above the $1,250,088 collected during August, 1972. East Bay revenue was $641,589, up $3,096 or 0.5 percent above the $638,493 dropped into fare boxes a year ago. Transbay revenue of $672,011 was up $60,416 or 9.9 percent above the $611,595 collected last year.

Commute book sales totaled $304,745, up $21,087 from sales of $283,658 during the same month a year ago—an increase of 7.4 percent.

AC Transit buses carried 4,104,011 passengers during August, up 182,444 or 4.7 percent above the 3,921,567 carried during the month of August, 1972. East Bay buses carried 2,800,047 riders, up 61,179 or 2.2 percent above the 2,738,868 who rode during August, 1972. On transbay lines, patronage for the month totaled 1,303,964, up 121,265 or 10.3 percent above the August, 1972, figure of 1,182,699.

Nationally, the transit industry indicated a decrease in revenue passengers of 0.31 percent.

Operating costs during August were $2,480,193, up $359,654 or 17.0 percent above year-ago expenses of $2,120,539. The system operated 2,247,812 miles of service during August, an increase of 115,701 miles or 5.4 percent above the August, 1972, mileage of 2,132,111.

Total income of $2,649,461 left a deficit of $49,391 in meeting full bond debt requirements and operating costs.

3 year passenger revenue comparison

![3 Year Passenger Revenue Comparison Chart]

- **1973**
- **1972**
- **1971**

JAN.  FEB.  MAR.  APR.  MAY.  JUNE.  JULY.  AUG.  SEPT.  OCT.  NOV.  DEC.
At an adjourned regular meeting September 26, the Board of Directors:

• Authorized special service to Coliseum for American League play-off games, on motion of Director Rinehart.

• Authorized General Manager to purchase utility truck and to sell old dump truck via sealed bid, on motion of Director Copeland.

• Authorized execution of Joint Exercise of Powers Agreement with Metropolitan Transportation Commission for transit needs study in El Sobrante area, granted General Manager authority to appoint Board of Control members and to commit funds for local share of study, on motion of Director Berk.

At a regular meeting October 10, the Board of Directors:

• Authorized going out to bid for new fuel contract, on motion of Director Copeland.

• Approved travel to Washington, D.C. for General Manager and two staff members in connection with Dial-a-Ride funding, on motion of Director Nakadegawa.

• Authorized District attorney to sign checks in absence of General Manager and District secretary, on motion of Director Rinehart.

• Approved extension to Line 18 to serve Hiller Highlands students; inauguration of Line N-MacArthur Blvd. Express; extension of Line 70 to Whitecliff Village, on motion of Director Berk.

• Authorized General Manager to go out to bid for 42 buses, with option to buy an additional 78, on motion of Director Berk. (See story, Pg. 3).

Manager to seminar

Anthony R. Lucchesi, AC Transit’s manager of maintenance, will attend a two-week management seminar in Weston, Mass., this month. Conducted by Northeastern University in Boston, the seminar is designed to bring together management personnel in the transportation industry in order to develop improved ways of meeting current challenges within the industry.