Our 'Stockholders' Write

We would like to sincerely thank Mr. Billy Lyle for his participation in our Senior Citizens Informational Fun Fair.

We have received many favorable comments on his presentation and the helpful information he was able to share with our seniors.

The (transportation) workshop gave them a wonderful opportunity to renew old friendships and, in some cases, open the door for new acquaintances.

It was a golden opportunity to meet and break bread with older persons from different communities who have similar needs.

Icia M. Potts
Senior Citizens Coord., Richmond

A driver on the "F" line today made the riders feel good. He was pleasant to the children when they paid their fare, called out the stops and gave directions, and generally made folks feel cheerful.

B. Robben
Berkeley

I would like to compliment the telephone operators who have helped me with bus information and schedules.

Two in particular were very pleasant.

Being from out of state and unfamiliar to this area, these two were most helpful in providing me with the information I needed to take the correct buses.

I have requested information like this in other cities but never received such courteous treatment.

I want you to know their polite and helpful answers are appreciated.

Mrs. Patricia Stachura
Albany

This morning, I came across another rare example of friendliness and courtesy in the driver of a bus which terminated at Jack London Square.

This driver was such a cheerful man that, in the dozen blocks I rode with him, he perked up everyone's spirits.

My compliments to him and to you.

Deacon Anderson
KTVU Channel 2
Oakland

A group of 30 tenants of Strawberry Creek Lodge in Berkeley had the pleasure of going by AC Transit bus to a concert at the Oakland Auditorium Theatre. I should like to express thanks and congratulations for a driver who was in every way helpful and extremely friendly and kind.

Our group of seniors from the Lodge were very grateful for the pleasure of riding with him.

Dorothy M. Foster
Berkeley

I want to commend the driver of a bus who is doing a really great job for you and for the people who ride your buses.

He was very helpful to everyone who needed information on how to get to their destination.

He was patient, understanding and knowledgeable...he's a good human being...it's appreciated.

John H. Davis
San Francisco

But is it art?
Sculpture tour by bus Now underway

"Art is upon the Town," said James McNeill Whistler and, although the remark was made about a century ago, the Oakland Museum and AC Transit have responded.

Through the cooperation of the two agencies, Bay Area art lovers will be able to ride aboard special tour buses to an outdoor exhibit of sculpture.

A 45 minute tour begins at the Oakland Museum where a collection of contemporary sculpture is on exhibit. Buses will then loop Lake Merritt for brief stops at sites of a number of pieces located at various points around Oakland.

Works displayed include the highly controversial "Mother Peace," a 40 foot high, 30-ton structural steel monument and a 120-foot long trapezoidal enclosure entitled "Project '74 - Cologne," designed to allow people to walk inside it for viewing from within.

Docents, or "interpretive guides," from the museum will be aboard buses to describe the art works. The tours were scheduled Tuesdays through Fridays, Oct. 22 through Nov. 8.

Checkers count passengers to determine Line adjustments as riding habits change

In the wake of the opening of BART service between Oakland and San Francisco, AC Transit is carefully monitoring passenger traffic on transbay bus lines.

A number of adjustments already have been made on transbay lines which have experienced a diversion of riders to BART.

Checkers from the Schedules Department are on East Bay streets, particularly during commute hours, counting passengers to determine if further adjustments need to be made.

In addition to counting passengers checkers also note bus arrival and departure times, the flow of traffic and any other factors which might affect on-time operation of buses.

All lines are checked constantly by the department but particular emphasis is being placed on transbay lines now because of passenger switches to the rapid train system.

THE COVER—Gary Ward of Schedules Dept. counts passengers boarding a San Francisco bound Line "A" bus.

MOTHER PEACE—This controversial piece by Mark di Suvero is in front of the Alameda County Court House.

UNUSUAL—"Anansi," right, at 11th and Oak Sts., is by Henry Collins. "Adams Point," below, on 12th St., is by Jan Evans.
Dial-A-Ride patronage growing steadily

After the first three weeks of operation, Dial-A-Ride service in Richmond was growing steadily and was averaging 650 revenue passengers per day on a seven day a week basis.

The daily loads ranged from 846 carried on a Friday to a low of 377 carried on the first Sunday of operation.

Dial-A-Ride buses were averaging 1300 miles of operation per day while the control room was receiving an average of 1340 calls each day.

Service gradually was getting better as the "bugs" in the system were being worked out, but new telephone operators were added to handle the volume of phone calls.

A breakdown of patronage figures from the first three weeks of the new door-to-door service indicates that Wednesdays, Thursdays and Fridays — with averages of around 700 patrons per day — were the most popular days of the week for Dial-A-Ride.

Sundays, with an average of 481 per day, were the least popular while Mondays, with 570 riders per day on the average, were the second least popular day. On Tuesdays and Saturdays, an average of 660 passengers used Dial-A-Ride buses.

Ridership increases offset Diversions to BART

Ridership on AC Transit buses is continuing to increase and is more than offsetting the diversion of transbay passengers to BART.

A 15 percent diversion of transbay bus riders to BART was experienced during the first two weeks of BART's transbay train service. The diversion averaged 7700 passengers a day.

However, during the same time, there was a substantial 16 percent increase in bus riding on East Bay lines — an increase which apparently results from former transbay bus passengers who are now using buses as connector service to BART stations.

Use of the free train-to-bus transfers on East Bay lines jumped from 34,033 during the last five day work week before BART's transbay line opened to a new total of 54,000. This is a 59 percent increase.

Overall, workday ridership systemwide on AC Transit buses was up 6.2 percent for the two weeks after start of BART operations between San Francisco and the East Bay.

AC Transit agrees to operate buses From Suburban areas to BART stations

An agreement to operate express bus service from suburban areas of Alameda and Contra Costa counties to BART stations has been approved by the AC Transit Board of Directors.

The express bus extension will provide connector services between BART and Martinez, Pittsburg-Antioch, Pinole, Alamo-Danville and the Dublin-Livermore-Amador Valley areas. All the areas currently are outside AC Transit operating boundaries.

AC Transit, acting as an independent contractor, will operate and maintain the express bus system, providing coaches, manpower, supervision and management.

BART will establish routes, levels of service, fare structure and the marketing program. BART will pay all costs, including start-up expenses.

Service is scheduled to begin no later than December 30.

Initially, the District's "old look" coaches will be utilized until new equipment can be acquired under a pending capital grant from the Urban Mass Transportation Administration (UMTA).

AC Transit has applied to UMTA for a $3,667,000 grant covering acquisition of 36 coaches, fare boxes, radios, shelters, bus stop signs and poles, and informational materials for the extension service.

Buses will be retrofitted with devices to carry handicapped riders when handicapped equipment becomes feasible and practical.

Four transit veterans Taken by death

Three pensioners, all long-time transit veterans, and one active employee died during recent weeks.

Francis S. "Mickey" Hodge, who retired July 1, 1973, died July 3, 1974. Hodge, 66 at his death, had been a mechanic for AC Transit and predecessor companies for nearly half a century.

His employment dated from Sept. 1, 1925.

Hodge, who lived in Oakland, is survived by his widow, Constance.

Ralph Martinez, who worked as a driver from Aug. 14, 1920, until his retirement on July 1, 1959, died Sept. 16 at the age of 80.

A resident of Oakland, Martinez is survived by his widow, Garnet.

Frank Benton McEvers, a trainman from June 30, 1927, until April 1, 1954, was 83 at his death on Aug. 23.

McEvers, who lived in Emeryville, was a bachelor. His only known survivor is a nephew, Donald McEvers of Hayward.

Ella Mae Kissinger, a ticket seller at the Transbay Transit Terminal in San Francisco, died Oct. 8 at the age of 58.

She was first employed April 5, 1945.

A resident of Oakland, Mrs. Kissinger is survived by a son, Noble, of New Mexico.
New coaches now being assembled

Assembly of 120 new Flxible coaches for AC Transit currently is underway at the Flxible plant of Rohr Industries at Delaware, Ohio.

The 51-passenger coaches will be delivered to Oakland after assembly is complete.

During assembly, Anthony R. Lucchesi, maintenance manager, and Glenn A. Ashmore, maintenance superintendent, have been at the Ohio plant inspecting and making certain specifications are met.

Photos on this page show Lucchesi, with glasses, and Ashmore on the site.

AC Transit seeks $20 million federal grant
To help finance purchase of 124 new buses

A $20 million federal grant is being sought by AC Transit to give East Bay bus riders continued top quality transportation.

The two year grant will cover purchase of new equipment for projected growth and retirement of old buses.

The grant, if approved by the federal government, will help purchase another 124 buses, finally permitting retirement of older Key System equipment now in service during peak travel periods.

Thirty articulated buses would be acquired under the project for use on high capacity East Bay lines which experience considerable on-and-off type riding. These buses can carry 70 to 80 passengers and, thereby, increase productivity of the work force.

Articulated buses also provide more seats, eliminating the standee problem, make better use of road space and speed up boarding and exiting through the use of wide doors.

Continuing expansion of public transit usage, primarily in outlying areas of central Contra Costa and southern Alameda counties, also is projected.

The grant would help provide improved facilities, including additional bus shelters, benches and remodeling of facilities at the Transbay Transit Terminal in San Francisco.

The grant also will permit refurbishing of "new look" buses purchased in 1961 and now approaching the end of depreciable life of 15 years established by the district.

The refurbishing would extend their life by an estimated five years and would consist of recovering the vinyl seats and repainting the interior, at an estimated cost of $1200 per coach.

The federal grant will cover 80 percent of projected costs, with the remaining 20 percent coming from local matching funds.

CRUSADERS READY TO DO MORE—Lined up and ready to go for the 1974 United Crusade drive, AC Transit employees show their enthusiasm for their annual event. From left: Carl Knutson, Tom Swanson, Jim McCracken, Warren Robinson, L. L. McDonald, David Rodrigues, Charles Farrell, Walter Martin, Frank Johnson (behind Martin), Aveane Bradshaw, John Krajcar, Elta Ball, Anthony Lucchesi, Ben Williams, Dick Bertz, George Akers, General Manager Alan L. Bingham, Bill Gauer, Loren Ball, Andrew Phillips, Stan Pearce, Bob Shamo, G. L. Gross, Lowell Weight and Glenn Ashmore. The District hopes to equal last year's award winning performance.
AC Transit welcomed these new workers in July, August and September.
Two more drivers
Earn 25-year
Safe-driving awards

Some things are done accidentally, but in the case of two AC Transit
drivers, it is what they did “not by accident” which has given them a special
distinction.

Robert L. Copes of San Leandro and
Henry H. Deimler of San Pablo both
received the District’s prestigious 25-
year safe driving award this month. It
was only the second and third time the
award has been made.

The two men have been behind the
wheel for more than a quarter of a cen-
tury without a chargeable accident.

Deimler has a simple formula for his
success: “First, you should like your
job and the people you are working
with. Second, you should respect your
superiors and, third, it helps to have a
good wife and family.”

Copes says he managed to achieve
the distinguished record with “a lot of
skill and a little luck.”

The two men were presented with
the 25-year safe driving awards by
General Manager Alan L. Bingham in
separate ceremonies at division yards.

Operators top safety
Goals during Sept

Drivers in all three of AC Transit’s
operating divisions exceeded their
safe-driving goal during September.

With a goal of 13,250 safe-driving
miles per accident, Richmond Division
had the best record during the month
—16,842 miles.

Seminary Division operators
averaged 15,789 miles per accident,
followed closely by Emeryville
Division drivers with a mark of 15,626
miles.

Pensioner ranks grow
As ten employees
End transit careers

The fall and winter months will see
the retirement of ten AC Transit em-
ployees with a total of 286 years of ser-
dvice among them.

September 1 was the official
retirement date of Wayne H.
McMullen and Charles R. Miller,
while Alfred P. Spann retired effective
October 1.

Taking their retirement effective
November 1 are: Albert D. Grier, Louis
M. Maze and Raymond Van Litzenberg.

Chapman F. Lion retires officially
on December 1.

Retiring officially on Jan. 1, 1975, are:
John T. Breaux, Jerry A. Laurella and
Frank A. Rose.

Because of accumulated vacation
and holiday credits all ten retired, or
will retire, days or weeks before their
official dates.

McMullen, 62, a bus driver, had 31
years of service.

Miller retired at age 63 with 27 years
experience as a driver.

Spann, 62, a driver, retired after 22
years of service.

Grier, stores department foreman,
retires at age 59 with 32 years of ser-
dvice.

Maze, at age 65, is a veteran
mechanic with 38 years of service.

Van Litzenberg, 68, has worked 21
years as a machinist.

Lion, the district’s assistant cashier,
retires at age 65 with 32 years of ser-
dvice. (See related story on this page).

Breaux, 61, retires after 29 years as a
mechanic.

Laurella, retiring at age 63, has 27
years service as a mechanic.

Rose, who has 31 years experience as
a driver, will retire at age 62.

“Chappie” cashes in-
Takes retirement

Attached to the wall inside the
cashier’s cage at AC Transit’s main
office in downtown Oakland is a piece of
paper with this poem typewritten on it.

“The years come and the years
go/like the tides/that ebb and
flow./Some bring joy/and others
woe/so gather the roses/as you go.”

The poem was written by Chapman
Foster Lion, the District’s assistant
cashier until his retirement last month,
and sums up his life philosophy.

“I’ve tried to enjoy life as I’ve lived
it,” Lion said, “and most of the things
I’ve done I would do the same way
over again. However,” he added, “there
are a few things I might have done dif-
ferently.”

One of those things Lion might have
done differently would have been at-
tending West Point. “I wanted to go but
my mother said ‘I didn’t raise my son
to be a soldier.’ ”

As it turned out, Lion wound up in
uniform anyway, serving with the
Army during World War II and spen-
ding 34 months in the South Pacific,
aboard a cargo ship.”

Returning to what was then Key
System, Lion, or “Chappie” as he is
known, worked several positions
before winding up as assistant cashier.

Now 65 and a widower, Lion’s
retirement plans are “travel, travel
and more travel.”
At a regular meeting September 11, the Board of Directors:
- Authorized Attorney to participate in ATA conference on charter provisions, on motion of Director Rinehart.

At an adjourned regular meeting September 25, the Board of Directors:
- Rejected all bids on fare transfer equipment and material and authorized General Manager to negotiate on open market, on motion of Director Nakadegawa.
- Authorized Public Information and Advertising Manager to attend transit marketing seminar in Chicago, on motion of Vice President Fujii.
- Authorized General Manager to file application for $50,000 in TDA funds on behalf of Contra Costa County for planning for local bus service within the T-2 area, on motion of Director Berk. (See story, Pg. 7)
- Authorized General Manager to file application for two-year capital grant and authorized travel of two management personnel to Washington for purpose of submitting application, on motion of Director Berk. (See story, Pg. 7)

At a regular meeting, October 9, the Board of Directors:
- Authorized staff to study and report on bids for office machines and equipment, on motion of Director Berk.
- Authorized Board members to attend Demand-Responsive Transportation Conference, on motion of Director Nakadegawa.
- Authorized General Manager to advertise and call for a public hearing, November 13, on District application for two-year capital grant, on motion of Director Rinehart.
- Approved outdoor public sculpture tour in conjunction with Oakland Museum, on motion of Director Berk. (See story, Pg. 3)
- Authorized General Manager to execute express bus agreement with BART, on motion of Director Rinehart. (See story, Pg. 5)
- Appointed General Manager as representative to San Francisco Bay Area Transportation Terminal Authority, on motion of Director Rinehart.