Local Concord bus system approved
Interzone fare charges dropped

Interzone fare charges on AC Transit's East Bay local lines will be eliminated July 1 because more than half of neighborhood riders are now making shorter trips.

Starting on that date, regular adult local bus riders will pay a straight fare of 25 cents throughout the East Bay.

Interzone fares still will be collected on intercity express lines, which offer premium service and are used for longer rides. Zone fares also will be maintained on transbay bus lines, where lengthy trips are involved.

Board Directors agreed at a meeting last month to eliminate zone charges on local bus lines on the basis of a survey conducted earlier in May.

Assault prompts survey

The survey was prompted by assaults on drivers, including an April attack against an operator at 73rd Ave. and MacArthur Blvd.

The check showed 53 percent of interzonal local riders are making trips that average between five and six miles — virtually the same average trip length for passengers riding for the single zone fare of 25 cents.

Over the last two years in which BART has been in operation, travel habits have changed and annual interzone revenue has declined 30 percent, from $206,350 in 1973 to a projected $142,000 in 1975.

Delays avoided

By eliminating the zone charges on 24 local lines, the district can expect to reduce passenger misunderstandings and avoid service delays, directors were told.

The new policy also is expected to increase ridership revenue by an estimated $46,000 annually and will result in a savings of $13,000 in supplies, handling and industrial compensation claims, plus the costs for security services and supervision.

Extra fare for longer trips has been a tradition on East Bay transit lines for decades and even railroad historians can't remember when the policy started.

Zone boundaries now are set at Carlson Blvd. to the north and 73rd Ave., 143rd Ave. and Tennyson Road to the south.

District’s public safety Contributions praised

Central Dispatch and drivers were lauded last month for their contributions to public safety.

Dr. Ken Hoh, chairman of the Citizens' Crime Prevention Committee, presented Board members with a Certificate of Appreciation May 28 in recognition of those efforts.

Hoh noted crimes have been thwarted by means of Central Dispatch's prompt notification to police agencies when drivers radio an alert.

The document bore the signatures of Oakland Mayor John Reading and Police Chief George Hart along with that of Dr. Hoh.

It was photo-enlarged and sent to Central Dispatch and all Divisions.

FREMONT/NEWARK residents continue to receive improved service with addition of morning and afternoon commute trips to Safeway Retail Offices and the General Motors plant. Safeway's Betty O'Brien affixes a bulletin board display while the district's Charles Sigler looks on.

Consultants suggest new direction In Richmond Dial-A-Ride service

The District may be steering a new course in coming months with its experimental Dial-A-Ride bus service in Richmond.

Possible changes in the highly expensive operation were taken under study by the Board of Directors last month after consultants suggested alternates to the present service.

Recommendations under consideration include:

• Reduction in hours of service.

Currently Dial-A-Ride buses operate 20 hours per day, 5 a.m. to 1 a.m., seven days per week. Possible cut backs being studied would reduce service to 6 a.m. to 8 p.m. on weekdays, with no weekend operations, conforming to present BART schedules.

• Raising fares from the current 25 cents per person to 50 cents per person, with half fare for senior citizens and the handicapped. Relaxing transfer privileges to permit free transfer to other fixed routes.

• Developing subscription ridership on regular basis to plants, offices, stores and other large business facilities.

• Increased emphasis on providing transportation for special-needs passengers, such as senior citizens and handicapped.

A public hearing was scheduled June 24 in Richmond to consider these and other possible changes.

A summary of Dial-A-Ride operations for 34 weeks ending May 10 shows the net operating loss per passenger at $3.76. The operating loss per ride for the year is expected to average $3.49.

Loss per passenger on similar fixed routes in recent weeks showed Line 55-Dutton Ave. at 83 cents per rider and Line 68-Richmond Heights at 79 cents.

Park District receives Summer bus service

Special East Bay Regional Park District bus service has begun.

Operating June 14 through Sept. 1, coaches will serve Don Castro, Lake Chabot, Roberts and Tilden Parks.

Fares will be 25 cents per passenger and an additional 25 cents per bicycle, for patrons availing themselves of the “Tilden Tripper,” which is fitted for bicycle transport to Tilden Park.

The East Bay Regional Park District has agreed to help defray operating costs. It also will handle publicity for the summer service.

Safety goal beaten

Emeryville, Richmond and SeminaryDivisions all topped the safe-driving goal in May, with Seminary having done so for 13 consecutive months.

With a goal of 13,250 miles driven per accident, the District average for May was 15.052.

FREMONT/NEWARK residents continue to receive improved service with addition of morning and afternoon commute trips to Safeway Retail Offices and the General Motors plant. Safeway's Betty O'Brien affixes a bulletin board display while the district's Charles Sigler looks on.
Concord system
approved

Local service for Concord became assured this month as the City Council of that community entered into an agreement with the District for a bus system. Buses are scheduled to begin running Sept. 8.

The District's Board of Directors agreed to the contract May 29; its approval was followed by Concord's action at a meeting June 9.

Some seven basic routes are planned for the city. Under terms of the agreement, buses will be operated from 5:30 a.m. to 7:30 p.m. on weekdays with a frequency of about 30 minutes on most lines during commute hours.

Buses will operate approximately every hour during midday. Saturday service will operate hourly from 10 a.m. to 5 p.m.

Commute hour service will be oriented to BART/Concord with midday and Saturday operations serving Sun Valley Shopping Center.

A basic fare of 25 cents for adults and children will be charged, with a discount for senior citizens and handicapped.

The agreement calls for the City of Concord to establish routes, levels of service and fare structures, with advice and counsel of AC Transit.

The District's Board of Directors approved May 29; its agreement with the District for a bus system.

A surpluses buses will carry passengers in first local Concord service.

Federal funding assures receipt
Of new coaches by year's end

With federal funding assured, residents receiving special bus extension service to BART in suburban areas of Alameda and Contra Costa Counties can expect to be riding on new, deluxe coaches before Jan. 1.

Delivery of 36 new buses is contemplated for October or November, replacing surplus AC Transit coaches now in service. Lowest bidder was Flxible Co. with a bid of $71,108 per bus delivered.

Approval of a federal grant of $2,612,396, announced last month in Washington, D.C. by U.S. Secretary of Transportation William T. Coleman Jr. will cover 80 percent of costs for recliner type, comfortable suburban buses.

The grant also is expected to cover costs of 30 shelters, 30 benches, signs and poles, fare boxes, radios and other items. The other 20 percent of capital expenses will be paid from sales tax generated in the area. Total cost is estimated at $3,265,495.

The District is operating the service under contract with BART from train stations to Livermore-Pleasanton-Dublin: Alamo-Danville-San Ramon; Pittsburg-Antioch-Oakley-Brentwood; Martinez, Pleasant Hill and Pinole.

Veterans of 57 years retire

Two District operators are retired this month after a combined 57 years of employment.

Lawrence Borba, 65, began his career 24 years ago and was based out of Seminary Division. Most recently he drove Line U-Livermore.

Borba resides in San Lorenzo with his 21-year-old son, David, a student.

H. K. Peterson, 65, is a veteran of 33 years service.

Working out of Emeryville Division, Peterson noted he had seen many lines change as the East Bay grew.

He and his wife, Grace, plan to "visit relatives and travel." "It's been a good life but now we're ready to have a little more fun."

Operator Bainter frees trapped man
From flaming car on Bay Bridge

A San Bruno man credits being alive today to Operator Raymond Bainter who rescued him from an overturned, flaming car on the Bay Bridge.

Bainter, an 11-year veteran bus driver, was driving his Line F bus from Berkeley across the bridge May 27 following Line C coach from Piedmont when the accident happened.

A car in front of both buses suddenly swerved leftward revealing a stalled vehicle with its lights out.

California Highway Patrol officials said the Line C coach was unable to maneuver past the vehicle, hitting it and causing it to flip on its side. The C coach driver and passengers were unhurt.

The damaged car burst into flames and seemed to be on the verge of exploding, witnesses said. Flames blocked the door at the top of the wreck.

Bainter said he saw a man's hand at the window and heard him calling for help. Bainter kicked in the windshield and hauled James Cochran of San Bruno to safety. Cochran luckily suffered only a small cut on his leg.

Bainter's right hand received a small laceration.

Officials extinguished the blaze as Cochran profusely thanked Bainter, adding, "You saved my life."

WELL DONE—Superintendent W.T. Gauer extends the District's sincere thanks to Operator H.K. Peterson, who is retiring after 33 years service. Peterson's wife, Grace, displays plaque given in gratitude by passengers.

25 YEARS of safe driving brings a smile to Earl Thomas after ceremonies and an award last month at Seminary Division.
ID center for handicapped opens
As regional discount program nears

The District's center for issuance of the Bay Region Transit Discount card for the handicapped opened with heartening results this month.

District operators fielded telephone inquiries concerning the program as patrons awaited the July 1 start-up date.

Room 601 in Oakland's Latham Square Building now is providing instructions on how to receive the card.

After forms are completed, and a doctor's confirmation is returned, handicapped passengers are photographed in Room 601.

The photography takes only minutes with riders receiving the finished, laminated card before they leave.

Similar centers at other Bay Area transit agencies are scheduled to open soon.

Participating in efforts which produced the region-wide card were AC Transit, BART, Golden Gate Transit, S. F. Municipal Railway, Santa Clara County Transit. Other properties plan to use the same card.

With full implementation, eligible riders can use one card to board any transit system in the nine Bay Area counties at a discount rate subject to local transit tariff.

Robert L. Levine, a transit planner with the Metropolitan Transportation Commission, was the first handicapped patron to be processed at the District's center.

Levine and other cardholders will ride AC Transit for a 10 cent fare, without zone charges, on East Bay buses in off peak hours.

The charge for transbay service will be approximately half fare with zone charges.

APTA lauds District
For safety record

Frequency of passenger accidents decreased 13.5 percent in 1974 while a 4.5 percent decrease occurred in traffic collisions.

That record of safety improvement has earned the District a special citation from the American Public Transit Association.

AC Transit is among 15 properties nationwide averaging more than 22,000 miles without a collision and more than 320,000 miles without a passenger accident during 1974, according to APTA.

The APTA Safety Awards, inaugurated in 1914, commemorate the high rate of safety in North American bus transit operations.
At an adjourned regular meeting May 28, the Board of Directors:
- Referred bid on electric counter/sorter machine to management for recommendation, on motion of Director Nakadegawa.
- Authorized elimination of interzone fare charges on East Bay local lines effective July 1, 1975, on motion of Director Rinehart. (See Story, Pg. 3)
- Authorized funding of Union Pension Plan at rate of 8.28 percent of payrolls for 1975-76 fiscal year, and non-union Pension Plan on basis consistent with current year, on motion of Director Rinehart.
- Authorized current Fremont/Newark service continued as interim service for Special Service District No. 2, on motion of Director Berk. (See Picture, Pg. 2)
- Authorized executing agreement between District and City of Concord for planned local bus service, on motion of Director Berk. (See Story, Pg. 4)
- Approved diversion of one trip on Line 42-Naval Air Station to serve BART/Lake Merritt, on motion of Director Berk.

** At a regular meeting June 11, the Board of Directors:  
- Awarded contract for furnishing uniform trousers and slacks for drivers to Bricker-Mincolla Uniforms, apparent low bidder, subject to compliance with specifications, on motion of Director Rinehart.
- Awarded contract for furnishing galvanized pipe to San Pablo Plumbing, subject to compliance with specifications, on motion of Director Rinehart.
- Authorized sending of letter to outlying cities in Alameda and Contra Costa Counties expressing willingness to assist in local transit implementation, on motion of Director Bettencourt.
- Authorized General Manager to set public hearing on application for electronic data processing equipment and operations grant for July 23, on motion of Director Rinehart.
- Adopted operating estimate for fiscal 1975-76, on motion of Director Rinehart.
- Adjourned to June 24, 7:30 p.m., Richmond City Council Chambers, for purpose of holding public hearing on Dial-A-Ride operations, on motion of Director McDonnell. (See story, Pg. 2)