Unique Pleasant Hill service to roll
Timely appearance

AC Transit's "best seller" is coming out with a new look.

Public timetables for patrons have been redesigned for easier reading and understanding.

The new pocket schedules are the first timetable design change since AC Transit went into operation in 1960.

Credit for most of the uplift goes to scheduling department personnel, including Randal W. West, who worked on graphics under the direction of Norman Williams, and Karen Montoya, who handled technical composition.

Changes include a new cover with line numbers at the top where they are easily spotted. Inked line rules, both vertical and horizontal, have been dropped to create more white space and a less cluttered look.

Maps will appear on all pocket schedules enabling riders to visually grasp routing more easily, rather than having written street-by-street explanations.

Some 112 different new pocket schedules describing AC Transit's service will be produced and distributed during the next twelve months.

The District spends approximately $50,000 annually for pocket schedules.

Oakland Police praise
Drivers' assistance, Criminals thwarted

Two examples of District contributions to crime prevention were noted recently in "Radio Alert Bulletin," a publication of the Oakland Police Department.

Radio Alert is a program whereby suspicious circumstances are reported to police agencies after drivers radio a warning.

Operator Martin McCauley is credited with providing sufficient information to identify and arrest two armed robbery suspects.

During the early morning hours of McCauley's shift, he witnessed a man being held up at a bus stop by two men with guns.

McCauley's quick action in radioing Central Dispatch led to their arrest within moments at a location only a few blocks away, according to police.

Later, Operator C. C. Adams' observation that a police officer needed help in arresting two men for alleged drunk driving brought sufficient assistance to the policeman.

The two incidents were among many contributing to citizen protection.

Pleasant Hill innovation

Dual system pattern begins Dec. 8

Pleasant Hill residents will have a dual bus system planned specifically for individual needs when AC Transit goes into operation there Dec. 8.

Rather than the traditional pattern of fixed route service, riders will have two different systems, changing according to time and destinations.

One system has been planned for commuters using BART and will consist of one-way loops, one traveling through central Pleasant Hill and the other traveling around the perimeter of the suburban community.

After the morning commute, buses will switch to routes meeting service requirements to shopping, schools, office buildings, recreation sites and BART.

One line will operate from BART along Contra Costa Blvd. to Sun Valley Shopping Center, a corner of Diablo Valley College and the condominium area off Golf Club Rd. Service on this line will be in two directions on Contra Costa Blvd.

The other line will follow one-way expanded perimeter routing, looping around Diablo Valley College and to the Community Recreation Center, traveling via Taylor, Pleasant Hill Rd. and a short distance on Oak Park Blvd. before circulating in a different pattern through central Pleasant Hill.

The design, worked out by planners and consultants from Pleasant Hill, with counsel from AC Transit, has the practical purpose of serving a maximum number of people with two buses — all that was felt could be financed at the present time. Pleasant Hill is responsible for routes, levels of service and fares.

"I'm very excited about this concept," Alan L. Bingham, General Manager of AC Transit, said.

"What we do in Pleasant Hill is pointing the way to a whole new thought in route planning, a concept which may be of great value in future suburban transit operations.

"Instead of one uniform line, which runs over the same streets during all operating hours, we will be operating with service planned especially — and right down to the minute — for the specific needs of the people. Then we're going to use those same buses during midday to take people to other places.

"It's an innovative approach to public transportation and what we do in Pleasant Hill is going to be of interest to the entire transit industry," Bingham predicted.
First driver, First passenger
Meet once again

The last time they saw each other was when they first met 15 years ago.

Martin Huff, a self-acknowledged transportation fan, was auditor-controller for the City of Oakland.

Guy R. Foster was working as a bus driver, a job he had held for less than a year.

It was October 1, 1960.
Huff boarded Foster’s bus and became the first passenger to pay a fare on AC Transit, which had just taken over operations as a public transit system from the privately owned Key System Transit Lines.

In October 15 years later, the two men met again.

After a few formal pleasantries, they talked about what had changed in public transit since they had last seen each other.

Huff, who is currently the executive officer for the California State Franchise Tax Board, noted an increased awareness on the part of people for the need for public transit and the benefits which can be derived from it.

“I think the energy crisis brought this into focus,” he said.

Foster, who is currently working as a driver on Line 42-Piedmont-Oakland-Alameda Naval Air Station, agreed, adding with a chuckle, “Of course, one major change is the drivers are now 15 years older.”

“I rode the last street car to run in Oakland,” Huff broke in. “And I was on the last ferry boat to San Francisco and took the last electric train to cross the Oakland-San Francisco Bay Bridge.”

After that, it only seemed fitting to be on board as the first passenger carried by AC Transit, Huff added.

Fremont/Newark design approved

The final system design for Special Transit District 2 — Fremont and Newark — has received AC Transit Board of Directors’ approval and is scheduled now for the first phase of operation next year.

Implementation will depend upon delivery of new small buses, needed for the neighborhood portion of bus service. Delivery currently is estimated as June or July, 1976.

The “backbone” of the service will be the present seven fixed routes, with some changes in routing. This service will operate seven days a week.

During the commute, the seven fixed lines, plus 12 mini-fixed routes, generally will operate on a 30-minute frequency serving most of the Fremont-Newark area.

The weekday commute service will operate from 6 a.m. to 9 a.m. and from 4 p.m. to 7 p.m. with BART/Fremont and BART/Union City as focal points.

Most mini-fixed routes will travel directly to the BART stations, but in certain instances where distances are too great, timed transfers in the primary direction of travel will be scheduled between the mini routes and the fixed routes.

Dial-A-Ride service is planned during off-peak hours on week-days and from 8 a.m. to 6 p.m. on Saturdays and 10 a.m. to 5 p.m. on Sundays. Dial-A-Ride, to be inaugurated on the same date as the expanded commute service, will be focused initially in two zones — the Centerville section of Fremont and the northwest tip of Newark.

Depending on ridership and availability of equipment, other Dial-A-Ride zones will be implemented on a six to eight weeks schedule.

A total of 21 zones was developed for the two cities of the basis of experience gained nationally from other demand-responsive systems. Determination of zones was based on criteria relating to size — one to two square miles in area — and physical layout.

Implementation was based on whether or not the zone has present service; the population density, number of senior citizens; number of youth and number of low income households.

Continued implementation will be based on the same priorities.

Because of the limited financial resources of Service District 2, the number of Dial-A-Ride zones that can be put into operation during the off-peak will depend on level of ridership demand and the number of buses needed in each zone.

A fare structure of 25 cents has been approved, with senior citizens and handicapped persons riding for 10 cents, with identification.

Off-peak riders not served by Dial-A-Ride still will have the current seven-line fixed route system for their travels.

Nighttime bus service for students Attending East Bay campuses grows

The number of East Bay campuses receiving nighttime bus service continues to grow with the addition this month of more trips to the University of California-Hayward.

Effective Dec. 8, Line 91A will operate half-hourly to the university from 7 p.m. to 11 p.m., weekdays.

Previously, two evening trips served the campus; one at 8:40 p.m. and another at 10:20 p.m. Ridership is growing on the line both for day classes and at night.

Other institutions of higher learning now receiving District bus service at night include Merritt College, Chabot College, the College of Alameda and the University of California-Berkeley.
**Bilingual clerk assures medical care**

A Spanish speaking information clerk came to the aid of three women who couldn't speak English last month and as a result, aided them in recovering nearly $1,000 left on a bus.

The incident, punctuated with tears, hysteria and several hours of confusion, occurred Oct. 3 after a Mexican woman, her two daughters and three youngsters boarded a bus in downtown Oakland for East Oakland. None could speak English.

When they left the bus at 98th and East 14th St., they left behind a pink diaper bag. And in the bag were two wallets, containing a total of $933, most of it saved over two years period by Senora Maria Louisa Moreno of Madera for a throat operation, to be performed soon in Michocan, Mexico.

The women, realizing their loss, tried futilely to follow the Line 83 coach on another bus. Finally they found a San Leandro policeman who understood their plight and directed them to the District's Lost and Found office in downtown Oakland.

Lori Trevino, who was on duty, is fluent in Spanish and was able to sort out their situation and start transit wheels rolling, with little more information than a vague description of the driver.

**Golden treasure**

A Piedmont numismatist is a happier man this month as the result of Operator A. C. Wisniewski's honesty.

John Tiedeman, a veteran rider of Line C., was traveling aboard a coach driven by Wisniewski early in September.

Tiedeman inadvertently left behind, neatly enclosed in a buckskin bag, part of his prized collection — a series of old, gold coins.

Although their collectors' value remains undisclosed, the set was of obvious worth in face value alone.

After a telephone call to District Dispatcher Inge Dietrich, Tiedeman learned the coins were safely waiting to be claimed in Lost and Found.

"Mr. A. C. Wisniewski is well known and liked by all of us 'C' line riders. I am particularly grateful for his having turned in my lost items and would appreciate your so advising him," Tiedeman wrote.

Enclosed in that letter was a check for $25 for Miss Dietrich and a $100 check which went to Wisniewski.

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**'Spacious' Describes Emeryville Facelift**

A change is as good as a vacation, they say.

And the change for the better at AC Transit's Emeryville Division has created a cheery atmosphere among employees.

Old offices located at Division 2 have been redesigned producing more spacious accommodations for workers and visitors.

AC Transit received approval from the Urban Mass Transportation Administration (UMTA) in April to proceed with upgrading the Emeryville offices, which included redesign of floor space use, building of new offices, redecorating and expanding of the PBX/Information center.

The majority of the work was completed the end of October.

Cost of the project was totally funded from State and Federal monies.
Senior citizens can have a photograph taken and card issued after presenting proof of age without previous appointment.

Drivers set New safety record

Division 6 drivers in southern and eastern Alameda County set an all-time record in terms of miles driven per accident during October.

In addition, Emeryville Division has now tied Division 4 drivers at Seminary with 17 consecutive months of reaching the safe-driving goal.

With a goal of 13,250 miles per chargeable accident, Division 6 drivers achieved a whopping 77,633 while Emeryville scored 15,453.

The District wide average for the month of October was 15,453 miles driven per accident.

Predecessor trains Retired again — In Argentina

Trains once owned by AC Transit's predecessor — the old Key System — made a second retirement last year when they were taken out of commission by the General Urquiza Railway in Argentina.

Quite a lifespan, one might say. Not only did they see service for many years on the Bay Bridge but went on to offer many more years of service to the urbane residents of Buenos Aires.

Key System stopped operating trains across the Bay Bridge on April 20, 1958, switching over to a bus operation. After storage in Richmond until 1961, some 29 of these articulated cars were sold to the Argentine railway.

The Urquiza Railway modified the ex-Bridge trains for left hand operation since the line had been built with British capital and followed that tradition.

Except for trackage in the shop areas, most of the Urquiza operation ran with the energized third rail, as did operations on the Bay Bridge.

The large metal pantograph, which reached up to the electric wire and is remembered by many an East Bay resident, was removed from the cards and a small trolley pole was installed for shunting around the yard.

Movable sashes were installed in the large windows so that the passengers could receive some relief from the warm, humid air of Buenos Aires.

Those diplomats from the Bay Area continued to serve the Portenos, as the Argentines call residents of Buenos Aires, until late in 1974. New red and yellow cars were arriving from an equipment builder in Japan; these were the replacements for the aging ex-Bay area electrics.

The time had run out, and the last former Key System trains were withdrawn from Argentine service on November 20, 1974.

(Photographs and research material were provided by Fresno transit historian James H. Harrison.)
New Division site opens this month

The first completely new bus division site to be built since 1947 was set to open late this month, permitting more efficient dispatch of buses in Fremont/Newark, south Hayward and Amador Valley areas.

To accommodate Division 6, Southern Alameda County's transit center will first unfurl the U.S. flag Nov. 23, unbolting its doors for employee Open House ceremonies.

Buses will roll from the new Newark Division the following day on South County schedules.

Considerable work was involved in turning an empty warehouse into a working bus yard.

Offices were refurbished completely. Gilley rooms for Maintenance personnel and drivers were constructed. The building was painted inside and out.

A 12,000 gallon fuel tank and 500 gallon oil tank were installed; a complete fuel island was built.

Maintenance pits were installed, a vault house was constructed.

Grading, paving and fencing were to be finished by Open House day when employees and friends visit.

The most recent division installations occurred on Sept. 1, 1947 when Richmond and Seminary opened on the same day.

Two pensioners die

Retired driver David Garfinkle, 83, died Oct. 15 after a career which spanned 46 years.

Garfinkle was employed by the District's predecessor company July 16, 1917 and retired Jan. 1, 1963. He is survived by his widow, Bertha M. Garfinkle, of Oakland.

Charles F. Zelhart, 96, enjoyed more than 25 years retirement before meeting death Nov. 2.

A former railroad operator, Zelhart, of Seattle, was hired May 5, 1910 and worked to Dec. 16, 1948.

He is survived by a nephew, Andrew J. Blaney.
At an adjourned regular meeting October 22, the Board of Directors:

- Referred all bids for office furniture and equipment to management for evaluation, and recommendations, on motion of Director Nakadegawa.
- Awarded contract for four AC/BART transfer machines to Automatic Parking Devices, Inc., subject to compliance with specifications, on motion of Director Rinehart.
- Authorized morning and afternoon extension of Line 18-Piedmont Pines to Skyline and Park Blvd.; extension of Line E-Claremont via Tunnel Rd. and Caldecott Ln. to Parkwood Apartment complex; extension of Line 7-Arlington Ave. to Moeser Ln.; addition of four midday trips on Line 81B-Washington Manor; extension of Line 78 to serve the perimeter of Parchester Village; inauguration of Sunday service on Line 90/92-Santa Clara St.-Calareoga Ave.; curtailment of the portion of Line L2-El Sobrante that extends during weekday commute hours from El Portal Shopping Center into El Sobrante; diversion of four nighttime trips on Line 15 to serve the Oakland Army Base; extension of two trips on Line 64 to serve Enchinal High School and rerouting of Line 29-Newark via Sycamore St.
- Authorized General Manager to purchase four passenger shelters for Emeryville area, dependent upon 100 percent funding by the City of Emeryville, on motion of Director Berk.
- Authorized inauguration of subscription bus service in West Winton Hayward Industrial area upon agreement of City of Hayward and participating industries to subsidize up to 40 percent of operating costs, on motion of Director Berk.
- Authorized supplemental service on Line 12-Oakland Army Base from 14th and Broadway to the Oakland Army Base on Dec. 5 through Dec. 8 for visitors to Freedom Train display, on motion of Director Berk.
- Authorized General Manager to repaint two buses to commemorate the Bicentennial, on motion of Director Berk.
- Adopted final system design for Fremont/Newark, on motion of Director Berk. (See story, Pg. 5)