Kimi Fujii re-elected Board president

Kimi Fujii of Hayward this month was elected to a second term as president of the Board of Directors. The first woman member of the Board, Miss Fujii served two terms as vice president prior to her elevation as president in 1975.

John McDonnell of Oakland, a member of the Board since AC Transit was created by voters in November, 1956, was elected for a second term as vice president.

An East Bay businessman and civic leader, McDonnell was board president in 1967 and 1968.

Miss Fujii was appointed to the Board in April, 1972, to fill out the remainder of the term of the late E. Guy Warren of Hayward.

She campaigned for a full, four-year term and was elected by voters in November, 1974, receiving a substantial majority of votes cast.

Small bus price Rises 70 percent

Small buses, sought for neighborhood use in Fremont and Newark, have escalated 70 percent in price in the past 10 months.

Bids on a 25-foot long coach, opened at the Board of Directors meeting Jan. 14, showed Transcoach apparent low bidder with a price of $50,085.58 per bus delivered. Sales tax is not included. Unit price was $55,985.58.

Delivered was set at $100.

In April of last year, Transcoach estimated the cost of the new heavy duty bus they were considering at approximately $33,000.

The small bus can seat up to 25 passengers. A standard 35-foot bus, seating 45 passengers, now has a market price of $56,000.

General Manager Alan L. Bingham commented he found the figures "staggering compared to the cost of a larger coach."

Directors referred bids to management for evaluation.

Accountant Bill Madden taken by death

Accountant William Madden Jr. died Jan. 13 following a long illness.

Madden, 49, joined the District on Nov. 6, 1952 and rose through various positions in the Finance Department to accountant, which he was appointed on Dec. 1, 1968.

His experience also included serving as accounting supervisor during vacation periods.

Madden resided in Fremont and is survived by his widow, Janice R. Madden.

Two District pensioners also were taken by death in recent weeks.


Bray, 83, served for 35 years before entering retirement on June 1, 1958.

A resident of Walnut Creek, Bray is survived by two daughters, Bette J. Chapman and Nadine S. Goodwin.

Retired Driver Claude L. Masonheimer, 67, died Dec. 9.

He joined the District on Jan. 7, 1946 and worked until April 1, 1986.

Masonheimer, of Oakland, is survived by his widow, Constance.

Moraga preparations underway

Local bus service for the Town of Moraga has been given the green light.

Service is scheduled to start April 5 and will include two commute routes, one operating from Moraga to BART/Lafayette and the other to BART/Orinda.

Midday service will be provided to BART/Lafayette.

Agreement to operate the service under contract was approved by the Board of Directors Dec. 23. The Moraga Town Council approved the agreement Dec. 17.

THE COVER — AC Transit coach travels projected routing by chapel of St. Mary's College. Students of St. Mary's will be afforded free transportation between campus and BART when new contract service begins April 5.

Moraga buses will run about every 30 minutes during commute hours and every 45 minutes midday.

A two-zone fare structure has been adopted, with regular adult patrons paying 25 cents in the Town of Moraga and additional 25 cents to Orinda or Lafayette.

Senior citizens and the handicapped will ride for 10 cents in the initial zone and 25 cents for the two zones in off-peak hours only.

A 15 cent child fare through age 17 and a 15 cent student fare from 17 through 21 with identification is planned. St. Mary's College students will ride free with student card.
Appointments drawn from ranks

Emeryville Division has a new assistant superintendent this month, with the appointment of Charles “Chuck” Sigler.

Sigler, who has held the post of acting assistant superintendent since April, assumed his new position Jan. 1. Sigler was elevated to the position through the District’s affirmative action hiring and promotion process, which involves posting, screening and interviews, both oral and written.

He joined AC Transit June 1, 1963, serving as a bus driver until Aug. 31, 1967 when he became a supervisor.

Sigler lives in Fremont with his wife, Patricia. The Siglers have a daughter, Charlene, and a son, James.

In other promotions effective Jan. 1, three drivers were named transportation supervisors:

- Roderick Roy Creacy, who has served in both maintenance and transportation departments during 15 years with the District.
- Jules J. DePeter, who has 15 years experience as an operator.
- Robin D. Little, who joined AC Transit as a bus driver on May 31, 1972. He has served as a supervisor trainee since November of 1974.

Little lives with his wife, Carol, in Pleasanton.

Fremont/Newark get Younger coach fleet

The District’s coach fleet for Fremont and Newark is getting younger and younger. Sixteen newer buses will replace the 1947 model coaches initially assigned to the two communities when service began in late 1974.

The buses were manufactured in 1958 and will provide a smoother ride because of a full air ride suspension system. Additionally, they have a brighter and more pleasant interior for passenger comfort.

Brand new small buses and newly designed larger buses are scheduled for delivery during the year.

Pantyhose or not, He's tops with us

He isn’t alluring in pantyhose like Joe Namath, his cologne isn’t erotic like George Blanda’s, and even his hairdresser doesn’t know for sure.

So who is that mystery football star appearing in television commercials promoting AC Transit?

He’s hard-driving Raider linebacker Phil Villapiano, driving hard this time on District television spots promoting energy-saving mass transit not only to Raider games but for practical transportation all over the East Bay area.

The Villapiano ads are only one part of the District’s current saturation media campaign geared toward reaching an economy conscious public.

Both television and newspaper advertisements this year were built around the concept of benefits the District offers which Detroit can’t match.

Ads began appearing at the time Detroit unveiled new automobile styles, District advertising spots branching from the theme of public transit’s superiority in terms of energy, economy and ecological concerns.

Through the medium of radio, listeners are now hearing promotions from the best possible source — themselves.

The radio spots are comprised of actual on-the-spot interviews of AC Transit riders, all of whom own cars — but have chosen the bus instead.

These interviews were conducted by popular radio personality Gene Nelson of KSFO and currently are being broadcast on most radio stations in the Bay Area.

Villapiano’s talents have not been confined to television and football.

He and teammate Otis Sistrunk also team up to tackle vandalism on District buses by visiting schools throughout the AC Transit service area, talking to youngsters about unnecessary roughness on public property.
A. E. Archibald, the “King of Commuters,” who used public transportation for 66 years to travel between his Berkeley home and San Francisco, is dead at the age of 91.

A. E. Archibald, among the first to use Key Route service when it started in October, 1903, died on Jan. 2, a day after his birthday.

He had been riding the Line F bus from the corner of Hopkins and Sutter Sts. near the Northbrae Tunnel until last July, when he suffered a fall at his home. Although he returned to his office in August, for the first time he had to resort to a car and driver.

A solid booster of public transit, Archibald spent most of his years as a rider with AC Transit and predecessor companies. However, when BART began operations to San Francisco last September, Archibald notified the bus district he would try the train again — after all he began commuting in 1902 from Fruitvale on Southern Pacific steam train and ferry.

His BART experience did not work out, according to his son, J. M. Archibald, and he returned to the Line F bus.

ARCHIBALD enjoys coffee and doughnuts during 1966 recognition of longest commuter.

Former president and board chairman of San Francisco Federal Savings and Loan Company, Archibald continued as a consultant and active banking official until shortly before his death.

Archibald took honors for the longest commuter in February, 1966, after AC Transit launched a survey among passengers.

In the tradition of commuting, he and fellow passengers were served coffee and doughnuts on his San Francisco bus run.

记录得奖

AC Transit has set an all-time record in contributions to the United Way Campaign, with 1975 donations 23.6 percent higher than the year previous.

District employees gave $21,104 during the recent campaign, as compared to $17,078 in 1974.

“It's a positive sign that AC Transit employees are recognizing their community responsibilities,” Lowell Weight, District United Way chairman, said.

“I want to take this opportunity to thank everyone involved in making the campaign a success and remind them that appropriate plaques will be awarded soon,” he added.

The average gift or pledge made in 1975 was $11.51, or 20.8 percent higher than in 1974.

While the number of eligible employees increased only 2.3 percent in 1975, the number of donors increased 8.2 percent.

“Although real progress was made this year, there is still a great deal of room for improvement that can be made in both raising our average gift per donor and achieving 100 percent participation of employees,” Weight concluded.
William Smith retires, 42 years

When William L. Smith retired this month, he left behind 42 years of memories. AC Transit lost a professional driver only fourth from the top in seniority.

Smith, 67, began his career with the old Key System on Jan. 9, 1934. His wife, Leota, recalled the era of Smith's hire — Smith himself is recuperating from a successful eye operation.

"He'd just graduated from Cal with a degree in civil engineering and couldn't find anything close to what he trained for," she added.

"But, you know, he's always loved being a driver and there's never been a bad year. I think it was the best thing that could have happened to him."

Smith was based at Emeryville Division after rising through various jobs from fare collector to night watchman.

The Smiths plan to make the most of retirement through travel.

Another driver joins elite safety club, Joseph Troutt reaches 25-year goal

Joseph H. Troutt last month became the tenth driver to join the elite 25-year Safe Driving club, after having driven for a quarter of a century without a chargeable accident.

Ceremonies at Seminary Division were held Dec. 19 with 50 friends and co-workers attending as General Manager Alan L. Bingham presented a pin signifying Troutt's accomplishment.

Troutt, 57, of Hayward, was hired by the Old Key System Transit Lines Nov. 7, 1945, after serving five years in the U.S. Army.

He earned his first Safety Award in 1948, one year after the program was inaugurated, and has had an additional 24 years of safe driving since then.

Troutt has driven more than a million miles, carrying over two million passengers.

He and his wife, Betty Lou, have three daughters.

Bay Bridge Construction

'To gaze on beauty beneath him'

Old photos recently acquired by AC Transit bring back memories to many old-time transit people and commuters who rode the ferries between Oakland and San Francisco during the days when the Bay Bridge was being built.

They detail various stages of construction of the bridge — considered one of the most monumental engineering feats of its time.

The bridge was opened to auto traffic on Nov. 12, 1936, but it took more than two years before tracks were laid on the bridge's lower deck. First trains ran across the bridge Jan. 15, 1939. Southern Pacific abandoned interurban service in 1941, but Key System continued to use the tracks until April 20, 1958.

Running time via the Key System trains from the San Francisco Terminal to 12th St. and Broadway in Oakland was 29 minutes, 13 seconds. And that included 9 stops en route during the 11.13 mile trip.

In the flowery newspaper style of the pre-war era, a reporter described the pending train service in these words:

"Instead of gliding over the surface of the Bay waters as in the past, the commuter of tomorrow will be riding through the clouds and gazing down on the beauty beneath him."

(Diagram was donated from the Patricia Rice collection. Miss Rice's father, Charles, served as a train operator on Key System trains across the Bay Bridge for many years.)

District safety Goal topped

Emeryville, Richmond and Fremont/Newark Divisions bettered the safe driving goal for the month of December.

With a goal of 13,250 miles driven per chargeable accident, the District wide average was 15,734.

Emeryville reached 19,095. Richmond attained 14,245 and Fremont/Newark drivers scored 27,859 miles driven per accident.
Puddle Jumpers' antics remembered

They called it "The Alligator."
And for good reason, according to the following account of transit service reported on Dec. 14, 1923 in the San Francisco Call-Bulletin:

"Danville—The Toonerville Trolley arrived at Danville Jct. today with 65 of its 345 cracks leaking, the coal stove afloat and passengers sitting on the backs of seats.

"There was a consensus of opinion that wet weather was being experienced."

"The Puddle Jumpers Club, formed last year, was called into existence again this morning..."

So was described the transportation service provided Central Contra Costa County residents more than 50 years ago on the Danville branch of the Sacramento Northern Railway.

The "news" article went on to point out J. Sims was chosen champion "wringer by getting soaked to the third vest button..."'

"Boat service was established in the car aisle and passengers were ferried between the cash register and the back platform on a car seat rowed by Hank Potter, eminent Contra Costa oarsman."

The report stated, "When water was drained from the vehicle at Danville, Joe Mills was found asleep on the floor; he had been under two feet of water for eight miles, but declared this was not unusual and was, in fact, exceeded by the freshet of 1920, when the company employed a diver to go down and locate Skipper French under a seat during a stop at Alamo Valley."

Car 1051, "The Alligator," generally operated from the community of Diablo, east of Danville, to Saranap near Walnut Creek where connection was made to San Francisco.

For 10 years, from March, 1914, to March, 1924, service was provided even in inclement weather.

Car 1051's ultimate fate was the scrap yard, although its electrical equipment continued to be used for several years.

(Photograph was provided by Fresno transit historian James H. Harrison.)
Actions of the Board

At an adjourned regular meeting December 23, the Board of Directors:

- Authorized placing public liability and property damage insurance policy with Transit Casualty Co., on motion of Director Rinehart.
- Authorized special service to Tilden, Roberts and Lake Chabot Parks in summer of 1976, contingent upon receipt of $6,000 in cash and in-house services from East Bay Regional Park District; authorized weekend service on Line 95-Kelly St. starting June 13; extended Line F to Solano and San Pablo Avenues midday on weekends, on motion of Director Berk.
- Authorized executing agreement between District and Town of Moraga for local bus service, on motion of Director Berk. (See story, Pg. 3)
- Authorized General Manager to seek bids for four AC/BART transfer machines, funded totally by TDA/325 monies, on motion of Director Berk.
- Authorized General Manager to file application for capital grant with Federal Highway Administration, on motion of Director Berk.
- Adopted revised procedure and criteria for Bay Region Transit Discount program, on motion of Director Berk.
- Authorized General Manager to seek bids for one mechanical bus washer, on motion of Director Berk.
- Authorized General Manager to advertise and seek bids for purchase of 30 articulated buses and spare parts and authorized CALTRANS the responsibility of evaluating bids, on motion of Director Berk. (See story, Pg. 6)
- Authorized increased monthly expenditure and continuance of present coverage for on-the-road security service for remainder of fiscal year, on motion of Director Nakadegawa.

- Authorized General Manager to contract with Education/Research Inc. to conduct organizational and classification studies, on motion of Director Nakadegawa.
- Adopted resolution authorizing Board members to receive $50 for each attendance at meetings of the Board and for each day engaged in authorized District business, not to exceed $250 monthly, on motion of Director Bettencourt.

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

- Elected Kimi Fujii president, on motion of Director Berk. (See story, Pg. 2)
- Elected John McDonnell vice-president, on motion of Director Rinehart. (See story, Pg. 2)
- Referred bids on 23 small buses to management for evaluation and recommendation, on motion of Director Rinehart. (See story, Pg. 2)