Public service Demonstrated By alertness
District seeks small bus price reduction

AC Transit is scheduled to negotiate on the open market for 23 small buses to obtain a lower price for vehicles designated for neighborhood service in Fremont and Newark.

At a meeting Feb. 11, directors rejected bids for 25-foot long buses entered by Transcoach and Minibus, both of Southern California. Both firms have indicated a willingness to negotiate a lower price.

Cost of living
Pay boost

A cost-of-living allowance of six cents per hour is being paid to all hourly employees this month, in accordance with the District's contract with Division 192, Amalgamated Transit Union.

The pay hike brings total cost-of-living adjustments to 36 cents per hour. Salaried employees receive an equivalent percentage increase.

With the boost in salary, drivers now are paid a wage of $7.43 per hour, keeping them among the highest paid transit industry workers in the nation.

Kicks down three doors

District driver Ernest L. Harper was awarded AC Transit's Community Citation this month for his efforts in rescuing eight people from a San Leandro apartment house fire.

Harper is credited with alerting the tenants at 560 Estudillo Ave., the night of Jan. 12, and assisting them in escaping the burning building.

With driving on Line 80-Oakland-San Leandro-Castro Valley, Harper noticed smoke and a small fire near the front of the apartment house.

On the bus was another District driver, Dennis L. Treadway, who was on his way home.

By two-way radio, Harper notified Central Dispatch, which in turn notified the San Leandro Fire Department.

As he was reporting the fire, Harper noticed flames suddenly erupting along the front of the building. Leaving Treadway to man the radio and help direct traffic, Harper dashed to a stairwell leading to the apartment units.

A six-year veteran of Vietnam, Harper kicked in three doors as flames licked up the stairwell and across the front of the structure. He assisted six people to the street by a rear entrance. A fourth door met his resistance because of dead-bolt locks, but his banging and yelling alerted the two persons inside enabling them to escape out the front.

In commenting on Harper's action, San Leandro Police Chief Don Becker wrote, "You are to be commended for your strong sense of civic pride and duty."

Driver rescues eight from flames

RETURN TO THE SCENE—Bus driver Ernest L. Harper points to the building where he rescued eight people from a fire which endangered their lives.

THE COVER — Driver Ernest L. Harper displays Community Service Citation he received for rescuing eight people from San Leandro apartment building which was on fire. He spotted the fire from his bus.

General Manager Alan L. Bingham pointed out, "This is another example of community involvement on the part of bus drivers." Drivers are frequently commended as "the eyes of the community" for their part in assisting police and fire departments.

Harper has been an AC Transit driver for two years. He and his wife Sharon Louise make their home in San Lorenzo. They have three sons.
What the Editors are saying about transit

Concord Transcript

Bus service a success

Latest patronage figures from AC Transit for city lines in Concord and Pleasant Hill are encouraging to put it mildly.

As noted in today's Transcript story on page one, Concord city buses are now transporting an average 1,600 persons a day. In Pleasant Hill, where bus service was inaugurated Dec. 8, the average daily patronage is now 360.

Realization that city bus lines aren't a moneymaking proposition is a must if you're inclined to guage a system's success or lack of it.

The last few years, more than perhaps any other segment of the nation's past, has brought home the necessity for increased public transportation.

Gasoline prices have jumped almost out of sight with higher ones on the horizon. The cost of a new car, even a used one, has skyrocketed. Auto repairs are becoming more and more expensive, too.

The nation's energy crunch has far from eased as some might make you believe. With Mideast tension still running high, the threat of an Arab oil embargo always exists. The more gasoline saved, the better, as far as the United States is concerned.

In this comparatively wealthy suburbia in which we exist, getting folks out of their autos and into buses is a difficult selling job. These latest patronage figures from AC, however, show that some headway is being made in this regard.

For the present, though, the bulk of Central County bus riders will be those minus their own form of transportation for one reason or another.

The young and the old are two groups most dependent upon public transportation to get from one place to another. Needless but necessary to say, they are as vital to the community as those middle-aged, middle class among us who glut the roadways with our big gas-guzzlers.

Central County bus systems were experimented with before but flopped for one reason (including private operation) or another.

It appears now that they are here to stay, however. Inflation, as ravaging and negative entity it is, will have the positive influence of further increasing bus ridership. Driving and insuring one's own car is steadily exceeding the financial means of many.

Throughout the hills and valley trips of public opinion which public bus systems must travel, one clear-cut concept should be sustained. All public transportation, including city buses, must endure.

Transportation is a vehicle to sustenance for all members of the public whether all of them elect to use it or not. The buses must roll regardless of whether they make money or not.

Deaf children learn transit confidence

While riding the bus alone for the first time is a coveted mark of maturity for most children, fear can touch the deaf youngster faced with the same trip.

That fear turned to gales of confident laughter for 70 deaf children in Concord this month when Safety Instructor George Silva explained the ease of using public transit safely.

Three classes were held with students from Westwood and Woodside Elementary Schools learning use of timetable schedules, transfers and communicating with the driver.

AC Transit has held similar classes for blind and handicapped riders in the past, but this was the first for the deaf.

Silva's presentation was interpreted through Westwood School's Jan Lindberg.

After learning the basics of safe boarding, riding and departing, the group left for a bus trip to BART/Concord where they observed appropriate bus stop locations and use of AC/BART transfer machines.
Affirmative action
Brings revised
Hiring procedure

Upgrading of the District's affirmative action program has resulted in new procedures to select bus drivers.

Under the program, applicants are given job-related tests to determine whether an applicant has minimum capabilities to drive a bus.

In the screening for employment, bus driver applicants are given a written examination, a performance test and an interview by two oral boards.

After each test, applicants are told whether or not they passed.

The written examination, taken during a 30 minute session in a classroom, includes map reading, handwriting legibility, time figuring and basic arithmetic.

A coffee break follows the examination, providing an opportunity for applicants to ask questions regarding the selection process.

The performance test is given in a coach to judge vision, strength and ability to safely operate a bus.

The vision portion concerns the ability to see an object as low as three feet, two feet in front of the bus. Applicants also must be able to read a sign 12 1/2 feet high from a distance of 40 feet.

Strength in normal sitting position is checked by having the applicant release the pre-set handbrake; by holding the brake pedal to the floor for 30 seconds; turning the wheel one full revolution while the bus is standing on dry pavement and by opening and raising the motor compartment door, holding and locking open.

In checking size in normal sitting position, the applicant must be able to reach throttle and brake pedals with legs in straight position; move foot rapidly from pedal to pedal without difficulty and reach steering wheel in full control position at 10:00 and 2:00 o'clock positions.

Applicants who pass all tests are interviewed by two oral boards, with each interview lasting 15 minutes. Persons then are scored and results sent to the Personnel Department, where an eligibility list is established on basis of scores.

Candidates are officially notified by mail whether or not they have passed the tests. Successful candidates are told they have been put on an eligibility list and may be called for a job.

Hiring is done on the basis of score. If an applicant is called, he or she then is sent for a physical; if he or she passes that test they are sent to training.

Those who fail the examinations are notified in writing.

A new eligibility list is expected to be established each year.

Hayward workers get Special Delivery
Bus service to and from work

“Special Delivery” bus service began in Hayward this month, with participating workers getting a red carpet, express ride from BART/Hayward to the entrance of the firms where they work. At the end of their work day, they are picked up and driven back to BART.

The experimental bus subscription project involves the District, Cabot, Cabot and Forbes, developers of the industrial area and the City of Hayward.

The project is testing feasibility of establishing similar subscription service to industrial areas throughout the East Bay.

Eleven firms took part in the start-up and other industries in the West Winton industrial park were indicating interest in joining.

Under the concept, the City of Hayward and Cabot, Cabot and Forbes share 40 percent of the costs and AC Transit assumes 60 percent of expenses — approximately the same subsidy percentage now being incurred on other scheduled local service.

The industries in turn are selling passes for the monthly subscription rate of $10 per rider. All workers have to do is show the pass as they board the special bus.

Fares are not collected nor are transfers being issued or accepted. Only pass holders may ride the bus, which operates express between BART and the firms.

All divisions
Beat safety goal

All divisions beat the safe driving goal for the month of January, in terms of miles driven per accident.

With a goal of 13,250 miles per chargeable accident, the District wide average for January was 18,220.

Division 6 tallied 37,877 miles while Division 2 marked up 17,148 miles driven per accident.

The industries in turn are selling passes for the monthly subscription rate of $10 per rider. All workers have to do is show the pass as they board the special bus.

Fares are not collected nor are transfers being issued or accepted. Only pass holders may ride the bus, which operates express between BART and the firms.

First day riders on Hayward's "Special Delivery" coach board for direct service to work locations.
Board adopts operating estimate

A final operating estimate of $49,113,333 has been adopted by the Board of Directors for the 1975-76 fiscal year. The estimate, which includes bond debt requirements, forecasts a deficit of $11,563,680 which the board expects will be covered by Federal operating assistance and state sales tax funds.

Revenue for the year, including that dropped into fare boxes, is estimated at $18,061,170. Expenditures, without bond debt requirements, are predicted at $45,867,150.

Property tax proceeds are estimated at $19,488,283. The District expects to operate 29,675,845 miles.

The deficit, earlier predicted at $13,545,382, is lower than expected due to operation of less revenue miles, according to Lowell D. Weight, treasurer controller.

District to buy additional weather shelters

As installation of first shipment continues

Additional weather protection for bus riders in East Bay cities and in Concord is assured.

The Board of Directors have approved exercising an option to buy 45 shelters for Special Transit Service District 1 and 25 shelters for Concord.

The 45 shelters are proposed for Alameda, Albany, Berkeley, Castro Valley, El Sobrante, El Cerrito, Hayward, Kensington, Piedmont, Richmond, Oakland, San Leandro and San Pablo.

Sixty shelters already have been erected or are in the process of being erected in District 1, which includes 11 cities and unincorporated areas.

Seventy-five shelters also have been allocated for Special Transit Service District 2 — Fremont and Newark.

Four drivers retire, 111 years given

Four veteran bus drivers joined the ranks pensioners this month.

Two of them, however, stayed around long enough to receive their 35-year pin before entering retirement.

Robert D. Haston and Warner Salberg, both Seminary Division operators, were congratulated by Transportation Manager Dale Goodman Feb. 14 before some 50 friends and co-workers upon reaching the milestone.

Haston and Salberg, both 60, each joined the District's predecessor company in 1941.

Margaret Miller, 55, retires this month after 22 years of service.

She was based in Emeryville and plans an enjoyable retirement, which began Feb. 16.

Disability retirement was authorized this month for Colleen Llewellyn, 47, with July 28, 1975, approved as her last day of work.

A Richmond Division driver, her career was shortened by back illness after 19 years of service.

61 coaches refurbished in economy move

Sixty-one old friends now have new looks as AC Transit has completed a “face lift” on series 100 buses.

The 61 coaches were refurbished over the last year and now are expected to operate at least another five years — a savings to taxpayers.

Cost of refurbishing the buses was approximately $3,000 per coach.

Originally, in 1960, the buses had a price tag of $34,420 each, including tax. To replace them today with a comparable new coach would cost in excess of $70,000 per bus.

Although the buses have a mileage average of some 800,000, they are in good mechanical condition. The coaches are expected to run at least another 250,000 miles before needing a major engine overhaul.

25 spotless years

The number of District drivers who have reached 25 years of driving without a chargeable accident grew to 11 last month, when Joseph Alfano hit the magic number.

Friends, co-workers and his wife, Josephine, were present Jan. 21 when Transportation Manager Dale Goodman presented Alfano with a pin signing the milestone.

Alfano joined the District's predecessor company on Aug. 21, 1945 and is based out of Seminary Division, driving Line R-San Francisco.

NON-ACCIDENT PRONE — Operator J. A. “Joe” Alfano is awarded his 25-year safe driving pin by Transportation Manager J. Dale Goodman. Alfano has traveled more than a million miles and carried some two million people safely.
### Southern Alameda County

**Pattern, frequency improvements set**

Buses will roll more frequently next month in Hayward while changes on four bus routes in Fremont and Newark will provide a better pattern of service for riders.

Chabot College, which has been showing steady growth in student riding, Southland Shopping Center, the Hesperian Blvd corridor, Kaiser Hospital and downtown Hayward especially will benefit from the improvements.

Better service also will be provided Castro Valley and the Tennyson Rd. area.

Changes effective the first weekend in March include:

- **Line 91-Castro Valley-South Hayward**: Service frequency during midday hours on weekdays will be cut from 60 minutes to 30 minutes, providing more frequent access to the downtown area, to BART/Hayward and BART/South Hayward stations, as well as Kaiser Hospital.

- **Sunday service will be inaugurated with buses running hourly between approximately 10:30 a.m. and 6 p.m.**

- **Line 90/92-Southland-Chabot College**: Line 92 buses will come along every 20 minutes, instead of every 30 minutes, during midday hours on weekdays, between Hayward City Center and Chabot.

- **Addition of another bus will speed up service and stabilize frequency between Hayward City Center, BART/Hayward, county offices on Winton Ave., Southland Shopping Center and Chabot.**

- **All Line 92 trips will loop into the college to the main entrance, except for a few reverse direction commute trips.**

- **The remainder of the line will continue to operate on a basic hourly schedule with 30 minute frequency during weekday commute hours. Buses also will continue on present schedules on Saturdays and Sundays.**

- **Line 93A-Hesperian and Line 62A-Hesperian will be consolidated, resulting in a uniform 30-minute service during midday hours on weekdays and 20 minute service during commute periods.**

- **The change will double bus frequency on Line 93A from the juvenile complex and Fairmont Hospital on the north, along Hesperian to Southland, Chabot College and to Kaiser Hospital.**

- **On Saturdays, starting March 13, Line 93A will be extended from Southland to Kaiser Hospital, providing service en route for students attending Saturday classes at Chabot, as well as multiple housing developments along the way.**

- **Fremont/Newark**

  - In the Fremont and Newark area, changes are scheduled for Line 23-Irvington, Line 24-Mission San Jose, Line 26-Niles and Line 29-Newark.

  - **Line 23 headed toward Irvington from BART/Fremont will be rerouted along the Frontage road beside Mowry Ave. between Bell St. and Argonaut Way, rather than traveling on Mowry Ave.**

  - **Line 29 also will use Mowry Ave. frontage road rather than Mowry Ave. between Bell St. and Glenview Dr. going to Newark, providing an additional passenger stop at Glenview Dr.**

  - **Line 24 coming from Ohlone College to BART/Fremont will be rerouted on Via San Dimas and Camino Santa Barbara to Palm Ave. instead of traveling down Mission Blvd. to Palm Ave. Line 24 also will be rerouted in both directions via Olive Ave. and Chadbourne Dr., instead of operating on Paseo Padre Parkway straight through between Chadbourne Dr. and Olive Ave.**

  - **Line 26 will operate in both directions along 2nd St. in Niles between Hillview Dr. and I St. instead of Niles Blvd.**

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### December Financial Report

Total operating expense for December was $8,294,181 while operating income was $1,595,606. Total income, including subsidies from property taxes, sales taxes and Federal aid, amounted to some $3,227,056 and was sufficient to cover operating deficit and full bond debt requirements.

Contract services are being paid for by the communities involved.

Nationally, the transit industry showed an increase of 4.53 percent in total passengers carried.
Actions of the Board

At an adjourned regular meeting January 28, the Board of Directors:

- Awarded contract for four AC/BART transfer machines, subject to compliance with specifications, to Automatic Parking Devices, Inc., on motion of Director Berk.
- Authorized General Manager to serve as workshop chairman at UMTA/APTA Research and Development Priorities Conference, on motion of Director Bettencourt.
- Authorized improved routing on Line 68—Navellier St.; improvements on Line 91-Tennyson Rd. and Line 92-Chabot College; consolidation of Line 62A-Hesperian Blvd. and rerouting of Lines 24, 26, 23 and 29, on motion of Director Berk. (See story, Pg. 10)
- Authorized exercising option to purchase 70 additional passenger shelters, on motion of Director Berk.
- Authorized advertising and seeking bids for nine automobiles and four trucks, on motion of Director Berk.
- Authorized advertising and seeking bids for two-way radio and equipment, subject to UMTA approval, on motion of Director Berk.
- Adopted final operating estimate for fiscal year 1975-76, on motion of Director Rinehart. (See story, Pg. 8).
- Authorized cutting down and refurbishing existing new-look buses for Dial-A-Ride service, subject to approval by District No. 2 Transit Advisory Committee, on motion of Director Berk. (See story, Pg. 2)

At a regular meeting February 11, the Board of Directors:

- Authorized General Manager to participate in Annual APTA Management Seminar, on motion of Director Rinehart.
- Rejected all bids for twenty-three 25-foot buses and authorized General Manager to negotiate on open market for small buses, on motion of Director Berk. (See story, Pg. 2)
- Authorized sale of surplus buses and spare parts to City of San Mateo, on motion of Director Berk.
- Authorized staff attendance at University of California Transportation and Public Works Conference, on motion of Director Nakadegawa.
- Authorized Sightseeing Tour operation during summer of 1976, on motion of Director Berk.