More riders using public transit
New bids sought for small buses

AC Transit has gone out to bid again for 23 small buses for use in Fremont and Newark.

Revise specifications will permit bidders to manufacture their own bus chassis, expectantly resulting in a lower vehicle price.

Original bids entered by Transcoach and Minibus were rejected by the Board of Directors in January in concern over the high price of the 25-passenger buses.

The Transcoach bid for the small bus, including delivery and sales tax, totaled over $59,000 while the Minibus bid came to over $60,000 per bus.

The District expected to negotiate on the open market to obtain a lower price, but returned to the bid procedure after it developed federal regulations would considerably lengthen the time a new price could be negotiated.

By going out to bid again, the District can look forward to bid opening on April 14; award of contract by May 14 and delivery of small buses 180 days after that date.

Plans to cut down AC Transit coaches to create its own mini fleet were dropped by directors after it was confirmed use of the heavier cut-down bus could be expected to escalate repair costs to Newark streets, causing that city added expense.

Maintenance workers set new record,
More miles driven per mechanical failure

Division 6 maintenance workers in Newark have set an all-time record in terms of miles driven per mechanical failure.

An average of 84,000 miles per the mechanical failure was recorded during February.

District average for mechanical failure during February was 17,452, according to Anthony R. Lucchesi, maintenance manager.

The previous record for a division was 28,642, he said.

"Congratulations for a job well done to everyone who made the record possible," Lucchesi added, in praising Division 6 maintenance employees.

Division 6 opened Nov. 24, 1975.
Significant ridership increase seen

Both East Bay and transbay ridership has increased over last year, indicating larger numbers of people are being lured from former means of transportation into public transit.

Transbay ridership is now on the upswing following an initial loss of patronage when BART began transbay operations Sept. 16, 1975.

Total ridership, comprising transbay and East Bay lines, jumped 16.3 percent during the first four weeks of January, compared to the same period in 1975. Alan L. Bingham, general manager, pointed out. Some 4,361,907 passenger trips were made in the 28 day period this year, as compared with 3,955,399 in 1975.

THE COVER — Homeward bound passengers form line to board Line R-Fairway Park at Transbay Transit Terminal in San Francisco. Line R ridership has jumped 25 percent over last year while Line S-San Lorenzo grew 8.9 percent, as indicated by patrons in background.

Moraga service postponed until Fall

Following residents’ complaint of routing

Start of Moraga bus service was postponed this month after residents complained of proposed routing through neighborhoods and installation of bus stop poles in front of homes.

The Moraga Town Council agreed to an environmental impact report and feasibility study before scheduling a new start-up date.

Buses were to start rolling April 5 through contract with AC Transit.

Earlier, the council had held meetings with a minimum of neighborhood protests. Information on the proposed service also had been mailed to residents without adverse reaction.

On March 3, however, residents voiced concern bus service through neighborhoods would endanger children, lower property values and destroy the rural atmosphere.

The trial bus system was planned to take commuters to BART/Orinda and BART/Lafayette in peak hours and deliver midday riders to Moraga and Rheem Shopping centers as well as BART/Lafayette.

New planning now will be aimed toward start-up in early Fall to coincide with the beginning of classes at St. Mary’s College, which had agreed to help subsidize the service.

East Bay lines recorded a 10.7 percent rise, with 3,353,025 trips initiated in 1976, compared to 3,026,132 last year.

Transbay riding was up 8.8 percent, with 1,008,882 passenger trips made during the first four weeks of 1976, compared to 927,267 trips during the same period last year.

The most striking rise in transbay riding was in southern Alameda County, Bingham said.

Line R-Fairway Park rose 25 percent in patronage in January this year, compared to 1975. An average of 719 passenger trips were being made during commute periods, as compared to 575 last year.

Line R-Castro Valley showed an increase of 12.29 percent, with an average of 808 daily commute trips, compared to 720 in 1975.

Line S-San Lorenzo ridership rose 8.7 percent, compared to last year’s commute figures. An average of 954 passenger trips were being made during the commute hours, while 876 transbay trips were initiated on the line in 1975.

Model building a science for driver

Driver Harry Hall differs slightly from other operators in that not only does he maneuver a vessel through city traffic by day, but his evenings also are consumed by visions of mass transport—transport of 150 years ago.

Hall is heavily into model ship building and it’s not the cash-and-carry products of hobby shops.

It was in August of 1967 when he began toy ing with model ships. The plastic models selling for a few dollars satisfied his fledgling interest for awhile.

By the early 70’s, however, his growing passion demanded the precision of craftsmen’s quality.

Rather than relying on the directions-made-easy of the marketplace, Hall wrote to the Smithsonian Institute for the exact blueprint of the Cornwallis, an 1813 vessel of the U.S. Navy.

From there, he supplied himself with a hefty amount of block wood, converted his garage into a workshop and started peering into the ancient blueprints.

Those halting first efforts began three and a half years ago, with 20 hours a week spent peering and carving.

First he determined that the Cornwallis would be built at 3/16 inch per foot scale.

Fashioning the hull, he carved, formed and smoothed the ribs used in the binding the hull together. He continued inch by inch from the hull to top of the mast, with every piece sculptured for perfect fit.

The finished product measures 57 inches from bow to gaff boom, 40 inches from keel to top of the mast with 20 inch wide yard arms.

There are seven life boats, each equipped fully with movable rudder and oars. Seventy-four cannons appear battle ready, easily protected from enemy barrage by raisable port hole covers.

When not at work driving Lines O, F and E from Emeryville Division, Hall is a busy family man raising four children with his wife, Melva.

Currently, Hall is working on a larger version of the Cornwallis, and spends time preparing re-creation of the Essex.

For those valuing perfection in scaled down models, Hall indicates he might let the Cornwallis go for the right price.

 Asking price begins at $2,500.
Rider reliance on timetables grows

The number of pocket schedules produced annually for convenient route information has more than tripled since the District's inception, with 3,060,000 printed during 1975.

Public timetables are given upon request to patrons by drivers and are available also at District headquarters, 506 16th St., Oakland, or through the mail.

Some 944,000 timetables were produced during 1960, the first year of public ownership operation under AC Transit.

Route mileage increase indicates the cause for greater timetable demand.

When buses first rolled under the AC Transit logo, some 841.9 route miles comprised the newly formed public transit agency.

By December of 1975, the mileage of all District routes had grown to 1,988.6.

In keeping with service growth, public timetables underwent their first facelift last year, when they were redesigned for easier reading.

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

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

Divisions beat Safe driving Goal in February

Emeryville, Seminary and Fremont/Newark divisions beat the safe driving goal for the month of February, in terms of miles driven per accident.

With a goal of 13,250 miles per chargeable accident, the District average for February was 15,977.

Emeryville division tallied 15,851 miles while Seminary division drivers scored 15,776.

During February, Division 6 drivers in Fremont/Newark achieved 42,811 miles driven per accident.

NEW EMPLOYEES

AC Transit welcomes these new workers

<table>
<thead>
<tr>
<th>Name</th>
<th>Position</th>
<th>Location</th>
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<tbody>
<tr>
<td>Morris L. Bragg</td>
<td>Maintenance</td>
<td>Richmond</td>
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<tr>
<td>James R. Foster</td>
<td>Transportation</td>
<td>Seminary</td>
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<tr>
<td>Paul J. R. Fussell</td>
<td>Transportation</td>
<td>Richmond</td>
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<tr>
<td>Fernando J. Serrano</td>
<td>Maintenance</td>
<td>Emeryville</td>
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At an adjourned regular meeting February 25, the Board of Directors:

- Authorized revision of specifications for twenty-three 25-foot buses and seeking UMTA approval for revisions, in preparation for advertising and seeking bids for the small buses, on motion of Director Nakadegawa. (See story, Pg. 2)
- Authorized General Manager to advertise and seek bids on 300 bus stop sign posts and 440 bus stop signs, on motion of Director McDonnell.
- Authorized one District representative to participate in Sixth Annual Conference on Demand Responsive Transportation, on motion of Director Nakadegawa.

* * *

At a regular meeting March 10, the Board of Directors:

- Authorized General Manager to advertise and seek bids for twenty-three 25-foot buses, on motion of Director Berk. (See story, Pg. 2)
- Authorized General Manager to exercise option for purchase of 60 additional bus passenger shelters, on motion of Director Berk.
- Authorized General Manager to enter into lease-purchase agreement with San Mateo County Transit District for the sale of fourteen 45-passenger buses, on motion of Director Berk.
- Adopted resolution urging legislature to adopt legislation providing revenues for public transit operators in the Bay Area, on motion of Director Bettencourt. (See story, Pg. 3)

Donald E. Morgan was appointed to the post of training instructor this month in the Safety and Training Department.

Morgan, who first joined the District on April 29, 1963, has acquired on-the-job expertise by serving as acting training instructor since April 1, 1974. The appointment utilized the District's affirmative action promotion process whereby vacancy posting encourages greater selectivity.

Morgan resides in Dixon with his wife and two sons.