Summer Sunshine Fun Tours begin soon
San Francisco strike effect

Latest figures show increased Reliance on public transportation

Bus ridership was showing healthy growth on District lines in the East Bay and across the Bay Bridge before the municipal strike in San Francisco. After the strike ended, ridership seemed to be returning to the growth trends of previous months, with East Bay patronage shooting ahead and transbay recovering the losses caused by the San Francisco shutdown.

Strike ridership

Even during the first week in April, riding on local lines in the East Bay was holding its own and transbay passenger trips were down only two percent, despite the lack of San Francisco Muni bus connections at the Transbay Transit Terminal.

Unknown factors cited

But the figures don’t show the new people who might have been taking the bus or the people who were not riding as much as usual. Nor does the District yet know how many regular riders returned to their automobiles.

Passenger trips for the first four weeks in March showed an overall increase of 13.04 percent compared to a similar period a year ago. Transbay trips were up 13.56 during the 28 day period in March, while East Bay riding was up 12.88 percent.

Alan L. Bingham, general manager, said East Bay lines started to build upwards about two years ago and except for strike periods and the aftermath, growth has been constant.

Transbay lines had been showing consistent growth since the first of the year.

More coaches added

As result of transbay riding increases, the District added buses to commute service on Line R-F, a long haul line from Hayward; and an additional bus to the morning commute run on Line FXX from Berkeley. Growth also has been noticeable on Line V-Montclair, Line RCV-Castro Valley and Line S-San Lorenzo.

Increase retained

Passenger loads have remained constant and the extra buses now are part of the regular schedule.

Before the San Francisco strike, AC Transit was averaging 210,000 passenger trips per day, but was ranging on some days up to 219,000 or 220,000.

Summer adventure offered in tours

"Let’s take a boat to Bermuda. Let’s take a train to St. Paul," the song says. If you can’t catch the boat to Bermuda and you miss the train to St. Paul, you might consider the District’s Summer Sunshine Fun Tours to ‘get away from it all.’

The District is again this year offering the popular excursions. Nineteen different trips will be on the agenda.

Destinations run from Carmel and Monterey to the wineries of Napa and Sonoma counties. Trips include visits to festivals, special events, historical sites, national and state parks and regional shopping centers.

Open recruitment

For eligibility list

Reaches thousands

More than 14,000 employment applications packages for bus driver were handed out in an Oakland shopping center last month, in an unusual two-day arrangement to reach a broader market of job hunters.

In going to open recruitment for the first time, the District is using applications received to develop an eligibility list for bus drivers which will remain in effect for one year.

Some 8,000 applications were filled out and returned.

Preliminary screening has indicated the District can fulfill its requirements from applicants with bus driving experience.
Driver wins spirited teenagers with smile

The task of deftly and daily handling a busload of spirited teenagers might seem awesome to some, but driver Carey Walker took over such a route last Fall — and by Spring had received a hand-made plaque of appreciation from his youthful riders.

When he first took the line, vandalism had reached a point that the Moreau High School principal made a special plea to students to cool it.

Walker began driving Line 82-Mission Blvd. in September. The line passes Hayward's Moreau High School and is heavily used by students.

"When I first took it over, they were tearing the seats and pushing all the windows open... really being pretty rowdy. But rather than scream at them, I'd just talk to them and ask how they'd feel if the glass broke and someone lost an eye forever," Walker said.

As time passed, the high schoolers warmed so much that 18-year-old Christina Bento, a senior, decided it was time to show their appreciation to the driver "for being such a nice guy."

"I got everybody together and we decided to pool our money to make a plaque. We made it ourselves and surprised him," Miss Bento said.

The plaque reads: "To a fantastic bus driver, C. B. Walker."

The affection was obvious as 40 high school students left class recently with yells of "There's Carey. Where've you been?"

Walker explained he was on vacation but missed their company as much as they missed him.

Cost of living Wage boost Granted again

A cost-of-living allowance of 3 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, which became effective April 25, brings total cost-of-living adjustments to 39 cents. Salaried employees are receiving an equivalent wage boost.

The Federal Cost-of-Living Index is the basis for such allowances, which have occurred 19 times since the program began in January, 1969.

Contract awarded for small buses

The District has awarded a contract to Minibus of Downey, Calif. for 23 newly designed small buses slated for neighborhood use.

Included in the contract is an option to purchase 11 more coaches for suburban areas. The option may be exercised within 45 days of contract signing.

The Board of Directors awarded the contract after seeking bids twice. First bids were rejected in February due to high cost. A total of about $165,000 was saved over earlier prices by a change in specification.

'Wild Bill' Elliott proves nickname wrong, Reaches 25 years of accident free driving

Operator Werth Elliott is known to his friends as "Wild Bill," but the milestone he reached last month proves he's anything but a wild driver.

On April 5, Elliott became the twelfth District operator to have reached 25 years of driving a bus without a chargeable accident.

Some 70 co-workers, family and friends gathered at Seminary Division April 22 to celebrate the event with congratulations, cake and fellowship.

General Manager Alan L. Bingham welcomed Elliott to the elite group of 25 year safe drivers and presented him with a pin signifying the event.

Elliott joined the District's predecessor company in October, 1945 as a bus driver and transferred the following May to street cars as a motorman.

When street car service was discontinued in 1947, he returned to bus driving out of Richmond Division. In 1952, Elliott transferred to Seminary Division where he continues to work.

He and his wife, Barbara, who has made a charm bracelet out of Elliott's annual safe-driving pins, live in San Lorenzo with their three sons. They have a daughter residing in Ohio.
Harold M. Davis, Retired Executive, Taken by Death

Harold M. Davis, former District assistant general manager for personnel, died May 10.

Davis, 63, had been hospitalized at UC Medical Center in San Francisco for two weeks prior to his death. Davis left the job Aug. 25, 1975, after 38 years in public transit.

He had been instrumental in conducting labor negotiations for the District for 15 years.

Davis was named personnel manager when AC Transit began operation in Oct., 1960.

Executive assistant to the general manager on June 13, 1962.

Previously, he worked with the privately owned National City Lines, which brought out Key System, AC Transit's predecessor.

He is survived by his widow Mary, of Hayward, and a sister, Loretta Haskins, of San Francisco.

Former operator Raymond M. Trackwell, 85, died in La Mesa, Calif. April 26.

Trackwell began his career with the District's predecessor company on April 12, 1912 and worked until June 1, 1959.

He is survived by two sons, Wayne and Russell Trackwell; and a daughter Darleen Johansen.

Driver Clifford M. McDonald passed away May 7. McDonald, of Richmond, operated out of Richmond Division, having worked for the District since Oct. 18, 1960.

He is survived by his widow E. Lorraine McDonald and a daughter, Ginger Guy.

Retired operator Lawrence Borba, 65, died May 11.

Borba, of San Lorenzo, began his career June 6, 1951 and served his passengers until July 1, 1975.

He was stationed in Seminary Division.

Borba is survived by a son, David J. Borba; and two daughters, Patricia McDonald and Sandra Peters.

INFORMATION PROVIDERS—AC Transit Instructor George Silva, left, and Operator John Warren assist Chabot College student Victoria Moreau in explaining bus service to the college in Hayward. AC Transit displayed a bus and informational materials during the Community Day celebration at the campus last month.
Actions of the Board

At an adjourned regular meeting April 28, the Board of Directors:
• Awarded contract for twenty-three 25-foot buses to Minibus, Inc., subject to UMTA approval, on motion of Director Rinehart. (See story, Pg. 5).
• Discontinued night service after 9:02 p.m. on Line B-San Francisco on three month trial basis and directed service adjustment on Line T-San Francisco to reflect present patronage, on motion of Director Berk.
• Authorized termination of three-month trial subscription bus service to West Winton Hayward Industrial area at conclusion of the experimental project on April 30, 1976, on motion of Director Bettencourt.

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At an adjourned regular meeting May 19, the Board of Directors:
• Adopted resolution memorializing the late Harold M. Davis, retired assistant general manager for personnel, and expressing sympathy to his family on his untimely death, on motion of Director McDonnell. (See story, Pg. 6)

Sole bid received on articulated Buses studied by CALTRANS

Evaluation of the sole responsive bid received for articulated buses, which priced each coach at $171,163 before delivery, is being made this month by CALTRANS to determine economic feasibility.

The quoted price was received by CALTRANS, which handled bid procedure for AC Transit and 10 other properties who jointly are interested in buying 325 articulated buses as a means of increasing productivity.

M.A.N. of West Germany offered the bid in conjunction with AM General, setting delivery price at $961 per bus.

General Manager Alan L. Bingham told Board members CALTRANS would analyze the bid in comparison with bids quoted to Seattle Metro and also with prices charged in Europe.

Current specifications call for air conditioning, which was not included in Seattle specifications. Seattle also built into their purchase an escalator clause.

Additional funding also must be secured before purchase could be made Bingham said.