AC Transit fleet carries thousands to Cal Big Game
Seminar launched to broaden scope Of public transit workers' expertise

Expanded knowledge of urban transit emerged for participants of a recent seminar aimed at rounding out the public transportation workers' expertise.

Participants praised the seminar for offering a broader understanding of public transit as a whole, while bringing into focus operations outside the sphere of their regular duties.

Inaugurated as the Bay Area Urban Transit Institute, plans call for the program to be offered on an ongoing basis.

Twenty-one persons enrolled for the seminar lasting Nov. 1 through 6, representing urban transportation engineers, planners, managers, operators and academicians.

The seminar was under the direction of the California Department of Transportation (CALTRANS), while being sponsored by local transit properties whose representatives served as instructors.

The United States Department of Transportation and Urban Mass Transportation Administration also cooperated in the new learning venture.

AC Transit, Muni, BART and Golden Gate Transit provided instructors for courses beginning at 8 a.m. and lasting to 5 p.m. Night classes were offered two nights, also.

Instructors were supervisory or management personnel who are directly involved in day-to-day operations.

Special summer park service shows increased ridership in third year

AC Transit's third year of operating special summer service to four popular East Bay Regional Parks ended Labor Day, showing almost a 20 percent patronage increase over last year.

Total of 17,241 passenger trips were made on lines extending into Tilden, Roberts, Don Castro and Lake Chabot Parks, as compared to the 14,435 passenger trips made in 1975.

Summer service to the parks began June 12, with the East Bay Regional Park District helping to subsidize the program through a contribution of $3,450 and responsibility for publicity.

Service to the hilltop parks was inaugurated in 1974 to encourage visitors to leave cars at home.

All divisions beat safe driving goal

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

With a goal of 13,250 miles per chargeable accident, the District-wide average for October was 17,348.

Newark Division tallied 38,905 miles while Emeryville Division drivers scored 19,745 miles.

During October, Richmond Division achieved 15,245 miles and Seminary Division marked up 15,104 miles.
District refurbishing older coaches
In effort to save public funds

The District will continue to refurbish older buses in good mechanical condition to save taxpayers' money while still providing comfortable riding for an increasing number of patrons.

Approval to refurbish 56 coaches at a total cost of $258,832 was given by the Board of Directors last month. Eighty percent of costs will be funded by the Urban Mass Transportation Administration.

The refurbishing of the buses, all 35 feet long, is intended to improve the safety, comfort and appearance of coaches and extend their useful life by at least an additional five years, Alan L. Bingham, general manager, told the board.

Advance design 35-foot buses will not be produced until at least one full year following the manufacture of 40-foot coaches, according to manufacturers' predictions. A bid opened for newly designed 40-foot buses specified by the District had a price per unit of $91,500, plus delivery and taxes, but award of contract and further proceedings have been held up by legal procedures.

Fifty of the 35-foot buses to undergo face-lifting are 102 inches wide and have air conditioning. They were delivered in February, 1961, and are in excellent mechanical condition, Bingham said. The other six are 96 inches wide and were delivered in Sept., 1962.

Safety plus comfort

Refurbishing will include installation of new interior ceiling paneling, installation of new floor covering, step tread and entrance plates, re-upholstering of seats, the installation of curb lights for safety of passengers boarding and leaving the bus at nighttime, backup lights and backup horn and complete interior and exterior painting.

The District already has refurbished 61 older buses, ordered in 1960 at a price of $34,420 each, including taxes. These buses, now being fully depreciated, are expected to run one million miles before needing a major engine overhaul.

Mileage averaged 700,000 when the refurbishing took place during the past fiscal year.

POSSIBLE look of the future for District fleet is seen on left in the new General Motors RTS-2 coach displayed throughout AC Transit service area cities last month. The coach offers 50 percent more visibility, maintenance efficiencies and increased interior comfort.

District maintenance of charter Buses for schools said 'outstanding'

Maintenance safety checks of AC Transit buses used for chartered school field trips have been labeled "outstanding" by the California Highway Patrol.

The comment came as CHP officials conducted the first of annual certification inspections for public carriers of school children.

Annual certification of school carriers, both public and private, is required by new state legislation taking effect Jan. 1, 1977. Some 400 carriers in Northern California are subject to the law.

"AC Transit's inspection maintenance program ranks as one of the most effective of any carrier in the area," Matt Mattoon, CHP operations inspector, told newsmen Nov. 12.

The only modification AC Transit coaches will undergo to meet standards of the new law is addition of a seat belt for the bus driver. All other aspects of the District fleet and maintenance program meet the new requirements, CHP officials said. Some 276 District coaches will be equipped with driver seat belts.

AC Transit has "consistently maintained an 'A' rating with us," Mattoon added.

An "A" rating is the highest classification the California Highway Patrol gives.

SEAT belt installed for driver is inspected by Bay Area television personality Mike Mills, of KRON-TV. Some 276 District buses were equipped with the seat belts to meet new state regulations for school carriers, both public and private.
AC Transit, now a familiar part of the East Bay social and economic structure, was given life 20 short years ago — by vote of the residents who now own it.

It was 20 years ago this month, on Nov. 6, 1956, that voters in Alameda and Contra Costa counties embraced public ownership of a transit system.

As well as creating the "Alameda-Contra Costa Transit District," voters also selected seven representatives to set policy as AC Transit's first Board of Directors. It was the first public transit board to be elected by the people.

With the affirmative vote and installation of board members, AC Transit existed as a legal entity. It was empowered to serve residents and levy taxes within a geographical area roughly from Richmond to Hayward.

Buses did not run under AC Transit authority until Oct. 1, 1960, after a successful $16,500,000 bond issue to buy out the old Key System. It was during these years from 1956 to 1960 that the authority until Oct. 1, 1960, after a successful $16,500,000 bond issue to buy out the old Key System. It was during these years from 1956 to 1960 that the authority until Oct. 1, 1960, after a successful $16,500,000 bond issue to buy out the old Key System.

The reunion brought back memories of night meetings in available living rooms and the first offices housed in Berkeley's Claremont Hotel.

Bettencourt recalled some of those first days.

"I was working in San Francisco at the time and, of course, having been born and reared here in the area I was acquainted with Key System.

"I followed their progress, their lack of progress and then I was acquainted with the fact that this was going to be on the ballot — whether or not the public should take over transit. I did run and was elected," he said.

"Highlights of those first days, Bettencourt recalled, were early personnel selections as well as choosing the official AC Transit colors and emblem.

"He voiced pride in being part of AC Transit and for the reputation it holds.

"Col. Copeland, who was escorted to his former seat on the board, spoke briefly of AC Transit's quiet integration into the neighborhoods.

"AC Transit has been such an efficient, quiet, successful organization that it might very well be copied in many other places," Copeland said.

"I certainly miss the times I had with the District and hope it continues as successfully now as it has since I left it," he added.

Director McDonnell spoke of memories of inspection tours of other properties when AC Transit operations were still on the drawing board.

He was instrumental in seeing to it that the experience of other transit properties was incorporated into District projections.

"It was a pleasure to work with those seven men that started on the Board of Directors," McDonnell said of his colleagues.

General Manager Alan L. Bingham complimented members of the board for their integrity in defining District policy.

"Last week a group of students asked what we attribute the success of AC Transit to. And I said, 'It's people that set the policies that determine success or failure of an organization.' "

"First and foremost is a Board of Directors elected by the public as their direct representatives. Second, a group of people who have integrity, a group of people who have dignity, a group of people who can work well together."

"And that's been the experience of this Board of Directors and it is that experience and that quality of our board that in my judgment have us where we are today. And I think all of us want to... salute our Board of Directors," Bingham said.
Driver celebrates Bicentennial on a Honda

You celebrate the Bicentennial your way.

Charles H. South will do it his way — like traveling 7,500 miles through 14 states on a specially decorated motorcycle with his wife Priscilla and a fold-up camper-trailer riding behind.

If you are looking for Marion Brando or a character from "The Wild One" forget it. "Charlie" and Priscilla are a pleasant middle-aged couple whose Union City residence is in a neighborhood where lawns are trimmed and paint is not peeling off garage doors. It is typical suburban with an exception: the Souths' five motorcycles, including the Honda Gl 1000, biggest made by that company, and the small trailer-camper they pull behind it on outings. "I just wanted to do something to celebrate the Bicentennial," Charlie says, "so we decorated the motorcycle and trailer and toured the country."

They got matching shirts with American flags printed on the front, as well as sprinkling decals on their bike and trailer saying, "USA 1776-1976."

It was 13," he says, mentioning he had another couple while touring in Oregon. "They came back and saw them. I turned to Charlie and said that would be next year."

But the decision was not made that easily. Major surgery loomed ahead for Priscilla, and even after planning, they were not sure they would be able to launch their adventure until this summer, six weeks after Priscilla's operation.

Large investment

Although you may get better gas mileage on a motorcycle than in a car, don't jump to the conclusion you will get away cheaply. The Souths invested some $4,000 for their red, white and blue means of transportation with its water-cooled, 4-cylinder, shaft-driven specifications.

It was all worth it, they both agree. They stopped at campground across the country to pitch their tent and take advantage of laundry rooms and showers. They met other couples who rode various distances with them. It most importantly they "got a good look at this country and what it's all about."

"I got my first motorcycle when I was 13," he says, mentioning he had his 50th birthday "a while ago," the last one I'm going to count."

The Souths' decision to celebrate America's 200th birthday in their own way happened in 1975 when they met another couple while touring in Oregon. Return trip next year

"They were from Missouri," Priscilla says, "and they read back down with us to Union City. When they left they said they wouldn't see us unless we came back and saw them. I turned to Charlie and said that would be next year."

Approve for curtailment by the Board last month were:

- Line 42-Oakland-Alameda: Bus which leaves Grand Ave. and Broadway at 3:29 a.m. to Alameda Naval Air Station, returning from the station at 4:04 a.m. Monday through Friday.

- Line 41: Trips leaving Grand and Broadway at 3:30, 4:34, 5:36 a.m. to Alameda and leaving the Naval Air station at 4:04, 4:45, 5:41 a.m. to Oakland.

- Line 51/58-Oakland-Alameda: Trips leaving MacArthur Blvd. and Broadway at 2:36 and 3:31 a.m. to High and Fernside and returning from Alameda at 3:05 and 4:01 a.m. to downtown Oakland, seven days a week.

- Line 79: Trip that leaves BART/Fruitvale at 8:09 p.m. From BART/Fruitvale, bus operates via Line 54 to 38th and MacArthur at 8:29 p.m. to return to the BART station.

- Line 74: Early morning trips on Line 54 and a trip to Alameda Naval Air Station on Line 42 for 5 a.m. workers still are under study.

- Passengers on the lines were notified of plans to discontinue the affected trips and were invited to appear before a project development committee meeting during October. There were no responses at the meeting.

United Way campaign

Donations being sought by District volunteers

The campaign for AC-Transit's contributions to United Way is underway this month, with a goal of increasing last year's receipts by 20 percent.

Employees are being contacted by "donor reps" for contributions, according to Andrew Phillips, District United Way chairman. Phillips added that members of both labor and management are represented on the steering committee which oversees the eight week campaign.

Last year, employees gave a total of $21,104 or 23.6 percent more than the $17,078 given in 1974.

Contributions last year were the highest amount ever given by the District to the charitable organization, winning it an "outstanding achievement" citation from United Way.

In addition, three District departments received Honor Awards for increased donations over previous years.
Passenger Trips

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<th>Area</th>
<th>Sept. 1976</th>
<th>Sept. 1975</th>
<th>% Change</th>
</tr>
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<tbody>
<tr>
<td>East Bay</td>
<td>3,641,330</td>
<td>3,682,075</td>
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<tr>
<td>Transbay</td>
<td>1,051,452</td>
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<td>61,852</td>
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<td>Contract Services:</td>
<td>88,775</td>
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<td>BART</td>
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<td>11,254</td>
<td>-</td>
<td>-</td>
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<tr>
<td>Moraga**</td>
<td>10,401</td>
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<td>Total</td>
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Fare Revenue

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<td>Contract Services:</td>
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<td>BART</td>
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<td>Pleasant Hill</td>
<td>1,048</td>
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<tr>
<td>Moraga**</td>
<td>854</td>
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<td>Total</td>
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Service Miles

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<td>BART</td>
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<td>Pleasant Hill</td>
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<td>Moraga**</td>
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<tr>
<td>Total</td>
<td>2,399,220</td>
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*Contract service in Pleasant Hill inaugurated Dec. 8, 1975
**Contract service in Moraga inaugurated Sept. 13, 1976

September Financial Report

Total operating expense, including interest on bonded debt and principal on bonded debt, for September, 1976 was $4,401,875 while operating income was $1,538,577. Total income, including subsidies from property taxes, sales taxes and Federal aid, amounted to $4,262,295 and left a deficit of $1,300,666 in meeting full bond debt requirements and operating costs. Contract services are being paid for by the communities involved.

Nationally, the transit industry showed a decrease of 3.22 percent in total passengers carried.

3 year passenger trip comparison
At an adjourned regular meeting October 27, the Board of Directors:

- Awarded contract for carpeting to Mortensen’s Carpets, Inc., subject to compliance with specifications, on motion of Director Rinehart.
- Authorized General Manager to seek bids for materials for refurbishing 56 buses, subject to UMTA approval, on motion of Director Berk.
- Authorized General Manager to sell 28 surplus buses, less tires, to highest bidder, on motion of Director Berk.
- Authorized selected trips on Line 42-Oakland Naval Air Station, Line 51/58-Oakland-Alameda, Line 54-35th Ave. and Line 79-High St. be discontinued at earliest possible time, due to minimal patronage, on motion of Director Berk. (See story, Pg. 9)
- Authorized extension of Line 5-San Francisco routing and service hours, on motion of Director Bettenour.
- Adopted proposed response to Metropolitan Transportation Commission on strategies proposed by the Bay Area Transit Financing Steering Committee, on motion of Director Rinehart.
- Authorized General Manager to enter into five-year agreement for advertising space on buses with HUD, on motion of Director Berk.

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

- Authorized the General Manager to participate in UMTA Research and Development Priorities Conference, on motion of Director McDonnell.
- Authorized General Manager to enter into lease agreement with Booth Computer Corp. on motion of Director McGuire.