Driver training begins
For East Contra Costa Service start-up June 6
I want to complain about a bus driver on the 72P line. This morning, he got into an argument with a woman passenger, and he was very abusive in his language.

I was very disturbed by all this, and I think this driver should be disciplined.

Minnie R. Favre
Berkeley

(Ed. Note: Your letter was referred to the Transportation Department for investigation and corrective action, since you included information to identify the operator. We expect all employees to be courteous and observe proper decorum.

* * *

On behalf of the students and faculty at Churchill High School, please accept our appreciation for taking the time to come to Churchill and explain the Dial-A-Ride system. So often our students don't get to participate in the services this community offers just because the information about it has not reached them. I think this has been the case with Dial-A-Ride. As a result of your presentation, I am sure our students will have a better understanding of, and feeling about, AC Transit in Newark.

Eleanor E. McKelvey
B. W. Ball
Churchill High School
Newark

(Ed. Note: This is in response to informational presentations made in March by C. O. Sigler, assistant superintendent, Newark Division.)

My concern is the run from Treasure Island to San Francisco during the peak travel time, 7 to 7:30 p.m. During the past three weeks, during the operation of the new schedule, the T bus traveled to San Francisco via Yerba Buena Island, waiting in the Oakland-bound traffic from 10 to 25 minutes before proceeding to San Francisco. No pick-ups were made enroute at the island's two bus stops.

Surely, consideration should be made for adjusting the peak hour route from the energy and time-consuming wait on Yerba Buena to a direct run from Treasure Island to San Francisco.

Frank L. Leeds
San Francisco

(Ed. Note: Effective March 12, Line T Treasure Island was re-routed direct from Treasure Island to San Francisco.)

* * *

We would like to express our appreciation for a job well done by Dr. Al Miller. Al drives the 4:28 p.m. U Line bus. Hayward BART run from Livermore. He is an excellent driver and a true professional.

Several examples of Mr. Miller's qualifications are:

1. Courteous to all his passengers
2. Very tactful in dealing with questionable individuals
3. Meets all schedule stops on time
4. Makes perfect transfer point connections
5. Has an excellent sense of humor
6. Is considered to be an Ambassador of Good Will for the AC Transit System.

Richard Kelly
Al Brown
Livermore

By JOHN HALL
Examiner Washington Bureau

WASHINGTON — A continued rise in gasoline prices, a major conversion by Americans to small cars and the substitution of public transportation for private car commuting is what Transportation Secretary Brock Adams sees for the near future.

In an interview with the Examiner, Adams indicated that the Carter administration plans to promote these developments in its energy conservation program.

While he predicted a gradual increase in gas prices, Adams said that alone probably would not lead to a significant decline in consumption.

He said he has about given up on gasoline rationing, which he favored as a congressman: "It is obvious that it is an idea whose time has not come."

As a congressman, Adams favored heavier federal taxes to discourage gasoline consumption. He declined to say last week whether he had recommended such a system for Carter's energy program. But he thinks a tax increase ought to include a special provision to diminish its impact on the working poor.

Adams says it's important to discourage and ban gas guzzling automobiles. He predicted, however, that automobile use would "stabilize" rather than decline over the next decade.

"Detroit will still be selling the same number of cars," he said. "They will be lighter and have less horsepower. But Americans are not going to give them up. They like the convenience and the freedom of the automobile."

But the nation "can no longer afford to rely on the automobile to move people into and out of the inner cities," he said.

Besides the energy crisis, "We are out of the era of unlimited land for freeways and there is great resistance to their construction in urban areas."

He said his objective was to rebuild the common carrier system — not build it, but rebuild it. We had an excellent urban transit system in this country during the 1920s — streetcars, railroads — and we gave it up.

Adams said he believes urban Americans will stop driving to work but "we have to provide them the alternatives" — mass transit in the "first generation" like New York; light rail, people movers and buses for "second generation" cities like Detroit, and high occupancy lanes for buses and cars in "third generation" cities like Los Angeles and Phoenix that have been built around the automobile.

He said mass transit "should not be considered a service to commerce but part of urban development — a public service needed to restore life to our cities. The freeway will clearly never pay the capital or operating costs of mass transit and private enterprise does not want to be involved unless subsidized."

The secretary said transit systems must be accompanied by amenities — such as sheltered walkways from parking lots — to get large masses of people to abandon their automobiles.
Raider pair aids with handicapped kids, identity cards

Kids, cards, and Oakland Raider films were the order of business on April 6 when AC Transit's center for issuance of reduced-fare identity cards to the handicapped moved to the Piedmont home of Mr. and Mrs. Robert DeBolt.

On hand were Oakland Raiders Phil Villapiano and Otis Sistrunk, plus two households of lively youngsters - the DeBolt children, including eight who are handicapped, and the children of Mr. and Mrs. Dean Chapman of Concord, including six handicapped.

In addition to the kids receiving their discount-fare identity cards from Valene Houdysheil, Personnel Dept., a group of brothers and sisters was present to watch the Raider highlight films and meet Villapiano and Sistrunk. The DeBolts and the Chapmans have a total of 31 children, including 20 adopted, and the DeBolts are founders of an organization encouraging the adoption of "special kids" - those with handicaps.

After showing the films, the two Raiders accompanied the youngsters on a bus ride to San Francisco, where they visited a brother who is a patient at St. Francis Hospital. Back in the East Bay they enjoyed a treat prepared by Sambo's, San Leandro: a free lunch served aboard the bus.

 Watching filmed football action in the presence of two of the players who helped provide the action resulted in the attitudes of rapt attention shown by the youngest subjects in our photo. They are some of the handicapped kids who gathered with parents, brothers, sisters, and Oakland Raiders Phil Villapiano and Otis Sistrunk to view Raider game highlights.

That afternoon, the children enjoyed a treat prepared by Sambo's, San Leandro: a free lunch served aboard the bus. The day's events were arranged by Wayne Onizuka, Personnel, in cooperation with Villapiano and Sistrunk, who are known to many Bay Area youngsters.

Park Service

The East Bay's hilltop regional parks will be accessible to bus riders this summer under a cooperative arrangement between AC Transit and East Bay Regional Park District. Service will be similar to that offered last year, when 17,241 were carried to hilltop sites.

Parks-bound buses will begin their runs June 18, continuing through Sept. 5. One line, which will carry bicycles, will operate from BART/Berkeley to Tilden Park (Brazilian Building) by way of Oxford St. and Spruce St. to Grizzly Peak Blvd.

Another line will run from BART/Fruitvale to Roberts and Redwood parks by way of the Fruitvale Ave.-Lincoln Ave. corridor.

In addition, there'll be service to Don Castro Park on Hayward's Line 95-Kelly St. by way of "D" St. to Maud Ave. and Kelly St.

Riders to Lake Chabot Park will be served by Line 91-Hayward-Castro Valley by way of a short extension from the present terminal at Seven Hills Rd. and Lake Chabot Rd.

Summer Service

Buses to roll soon

For tours and parks

For those who might not be able to "fly the ocean in a silver plane" this summer, AC Transit is offering a more economical vacation-time substitute. It's the eleventh season of summer "Sunshine Tours", beginning June 11 and continuing through Sept. 2, with the exception of Fourth of July.

Eighty-four tour days are planned, operating seven days a week, with destinations ranging from wineries in the Napa and Sonoma valleys; to historic sites including Mission San Juan Bautista and Sutter's Fort; to fun places, such as Great America and Marine World; to unusual offerings, such as watching graduation exercises at San Rafael's Guide Dogs for the Blind.

Costs of the tours for adults will range from approximately $7 to $13, with final prices and schedules to be announced. Leaflets on the tour will be ready to mail in May.

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Division Six beats Safe miles record

With 18 solid wins

In winning the "safety bogey" contest for March -- continuing a string of monthly victories which began with the inauguration of the division in December, 1974 -- Newark Division drivers have compiled a record of 18 consecutive months of beating established goals for number of safe driving miles per accident.

Newark's record for March was 68,264 miles per accident. Goal for the month was 13,250 miles per accident, which all divisions met, including Richmond, with 14,610 miles; Seminary, with 13,290 miles; and Emeryville, with 15,157 miles.

Newark Division's 18-month string of successes in "beating the bogey" smashed the previous record of 17 consecutive months set by Seminary Division in September, 1975. Since the division opened, Newark's drivers have recorded 3,506,987 miles with 1.7 traffic accidents per 100,000 miles of operation.

Of the 3,633,021 passengers carried, only 3.8 were involved in a passenger-accident for every 1,000,000 riders carried.

Wood parks by way of the Fruitvale Ave.-Lincoln Ave. corridor.

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SAFE HANDS — Driver Stephen J. Lewis, Seminary Division, the twenty-first AC Transit driver to compile 25 years of safe driving, gets a hand from wife Barbara in cutting a cake honoring his accomplishment. In a March ceremony, he also received his 25-year safe-driving pin from General Manager Alan L. Bingham. Of Lewis' predecessors, all but two are still active drivers, including Charles Bosted, also of Seminary Division, who received the first 25-year safety award in March, 1974.
**Elderly/Handicapped**

**Project enters survey phase**

The first major assessment of the transportation problems of the elderly and handicapped was underway this month in AC Transit's service area from San Pablo to Fremont.

The many-sided program has a common goal: to locate people in the East Bay who may have trouble using bus service — or who may not be able to use the bus at all.

After needs are analyzed, alternatives will be developed, costs and benefits determined, and possible solutions recommended.

Work was progressing on these fronts:

- A self-identification survey, in which senior citizens and disabled people with bus riding problems are asked to phone the regular AC Transit number and ask for a special needs questionnaire.
- A direct telephone survey to 2500 homes in the AC Transit service area as a means of discovering incident rate of seniors and handicapped people and identifying unmet transportation needs.

A questionnaire is being mailed and return postage prepaid. The month-long survey, scheduled from April 25 through May 25, was expected to provide wide-spread information on the needs of older people and people with disabilities who cannot use bus service as provided.

To qualify for federal funds, the nation's transit systems must have a program underway by Sept. 30 to improve transit services for the elderly and the handicapped.

**Expanded Dial-A-Ride Available on June 5**

Implementation of AC Transit Dial-A-Ride service in Fremont and Newark will be accelerated with the opening of three new zones June 5.

The Board of Directors approved the speed-up on April 13. It will bring the total number of Dial-A-Ride zones in operation to 13.

Two of the three new zones will combine with existing zones, doubling the size of areas covered and eliminating the need for transferring from one Dial-A-Ride zone to another. The combination of zones also will make more efficient use of equipment.

- Public service spots publicizing the self-identification survey made by bus drivers Fe Kulikowski and Larry Helm scheduled for showing on major television stations during the month.
- Radio stations asked to air the self-identification plea as a public service message. Newspaper stories prepared and posters, car cards and fliers distributed as part of the over-all campaign.
- Organizations asked to mention the survey in newspapers and agencies, along with churches and synagogues, requested to distribute information on the special needs survey.

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To qualify for federal funds, the nation's transit systems must have a program underway by Sept. 30 to improve transit services for the elderly and the handicapped.

**Effective April 30, Kimiko "Kimi" Fujii leaves her position on the Board of Directors, where she has served since 1972. She represents Hayward, Fremont-Newark, and adjacent unincorporated areas. Directors have 60 days to fill the vacancy by appointment or, under recently passed state law, they may call an election to fill the post. If they do neither, the Alameda County Board of Supervisors can order an election. Director Fujii submitted her resignation at the April 13 meeting of the AC Transit Board, which adopted a resolution expressing appreciation for her "outstanding leadership as president..." in 1973 and 1976. She plans to marry and move to Colorado this summer.**

**Passenger accidents drop in '76**

AC Transit chalked up its safest year yet in 1976, with passenger accidents the lowest ever — in a year when ridership jumped dramatically.

In addition to passenger accidents, new safety records were established in number of traffic accidents and number of miles driven per accident.

During 1976, passenger accidents dropped 20.1 percent when compared to 1975. Statistics indicate an average of 6.11 passenger accidents occurred for every 1,000,000 passengers carried. The average for 1975 was 7.65 mishaps.

The drop in accidents affecting passengers is made all the more significant by the fact more passengers were carried in 1976 than at any time in the last 24 years, according to Stanley O. Pearce, safety and training superintendent.

Figures also show that traffic accident frequency decreased by 6.8 percent in 1976 over 1975, with traffic accidents occurring an average of 4.93 times per every 100,000 miles traveled. In 1975, the average was 5.29 accidents.

The number of miles driven per accident increased by 10 percent in 1976 when compared to 1975. District-wide average for each accident was 15,478 miles as opposed to 14,068 miles driven per chargeable accident in 1975.
New appointments made

Andrew E. Phillips has been appointed labor relations representative, according to Robert J. Shamoon, personnel manager. Phillips had been chief clerk, Seminary Division, though actually functioning in the labor relations area since 1974. He became a driver in 1941, became a dispatcher, then served as chief dispatcher from the early '40s until 1972. He lives in Castro Valley with his wife, Evelyn, and has a daughter, Cheryl, and one grand-daughter.

In the same department, Joan E. Thome has been appointed employee relations representative after serving as personnel supervisor since 1975. She joined AC Transit as a junior clerk in Treasury in 1962, moving to Personnel as senior clerk in 1967. She lives in Fremont with her husband, Peter, and two sons, Erick and Robert.

Cecil Gross has been appointed chief training instructor, according to Stan Pearce, superintendent of safety and training. He had been a training instructor since 1968 after previous service as a driver, beginning in 1960 when he came to work for the District. Cecil lives in Alameda with his wife, Genevra ("Mo"), assistant superintendent of Seminary Division, and a daughter, Pamela.

In the same department, Billy T. Bishop has been appointed training instructor after serving as temporary training instructor since 1974. Bishop became a driver in 1967, later working as a dispatcher and, during the energy crisis, participating in a public information program on bus use. He lives in Oakland with his wife, Derline, and three children, Sonia, Senta, and Billy II.

Four pensioner deaths are reported

Four deaths have occurred among the pensioner ranks since the beginning of the year.

Most senior in terms of age was Albert L. Ferguson, 99, who died on February 7. A resident of Emeryville, Ferguson had been a rail operator before retirement in 1948. His career in transit began in 1918. He is survived by a daughter, Lorraine Johnson.

Most senior in terms of length of service was Richard H. Lee, 77, who died on February 27. Lee, a former motor coach operator, was employed from 1924 to 1965. He was a resident of San Leandro, and is survived by his widow, Kathleen, and a son, Darrell R. Lee.

Herbert R. Anderson, 80, who died on February 11, was a driver before his retirement in 1961. His employment dated from 1934. He was living in Oakland when death occurred.

Fourth of the reported pensioner deaths was that of Louis Britos, 77, who died in Nevada City on January 30. Britos had been a millwright.
Canine tale

Trailer club does its “litter bit”

“The pick of the litter” has a dual meaning for AC Transit's Mel Reece, Ken Smith, Walt Massey and Dan Mullins.

As members of the Apache Trailer Club, a recreational vehicle organization, they spend their weekends gathering aluminum cans, glass bottles and old newspapers. Going after the litter is part of the club's effort to buy a dog for the Guide Dogs for the Blind in San Rafael.

The 81 families in the club have been involved in the project since March, 1975, when they launched it on the basis, ironically, of misinformation. Members had been told that if they gathered and turned in 10,000 pull tabs from aluminum cans, they would provide a guide dog.

They gathered the 10,000 tabs only to find out they had been given erroneous information. The discovery did not, however, stymie their efforts. In fact, it caused them to launch a more intensive drive to gather enough aluminum, glass and paper to put up the $4,000 it costs to pay for the training of a German shepherd, golden retriever or Labrador retriever at the school for guide dogs in Marin County.

Currently, they have $2,600 in a savings account and anticipate reaching their goal early in 1978.

Officials at Guide Dogs for the Blind note that when the $4,000 is provided, the club will get to select and name a dog. They have already settled on calling the dog “Apache,” in honor of their club. Members also will be invited to attend the dog’s “graduation” from training.

Worthwhile Project

Ken Smith, a driver and Wagon Master for the club, describes the experience as “very gratifying”. It is “really great to be working on such a worthwhile project,” he says.

Although it takes a lot of empty soda pop cans and old newspapers to make a dollar or two, occasionally an unexpected bonus appears. Last summer, for instance, they entered a contest sponsored by the Reynolds Aluminum Recycling Plant in Hayward and turned in 790 pounds of cans, which was good enough to win second place and $25.

Mel Reece, who works in the Scheduling Department says of the effort, “Some funny things have happened because of this. Many of our people have a regular route they drive in their neighborhoods just like garbage men. And they have the same problems with dogs! But it will all be worth it when we get OUR dog!”

Toasting the Apache Trailer Club's project of collecting enough aluminum cans, glass, and newspapers to provide funds for training a guide dog are AC Transit Driver Ken Smith, wagon master for the club, and his wife Sue.
At an adjourned regular meeting March 23, the Board of Directors:

- Awarded contract for furnishing steel products to J. T. Ryerson and Son, subject to compliance with specifications, on motion of Director Rinehart.
- Authorized travel for one District Representative to attend UMTA seminar on Transit Uniform System of Accounts, on motion of Director Fujii.
- Adopted resolution on application for Federal capital assistance for contract service for Antioch/Pittsburg/Brentwood, on motion of Director Rinehart.
- Set public hearing for May 11, 1977, 4 p.m. regarding capital assistance for Antioch/Pittsburg/Brentwood contract service, on motion of Director Rinehart.

At a regular meeting April 13, the Board of Directors:

- Awarded contract for printing public timetables to Abbey Press, subject to compliance with specifications, on motion of Director Rinehart.
- Approved soliciting bids for driver uniform trousers, slacks, and shirts, on motion of Director Berk.
- Authorized travel for one management executive to attend APTA Mid-Year meeting, on motion of Director Rinehart.
- Authorized implementation of Dial-A-Ride Zones 3 and 14 in Fremont, Zone 18 in Newark, and minor system design modifications, on motion of Director Rinehart. (See story, P. 6)
- Authorized operation of regional park service June 18 through Sept. 5, with contribution by East Bay Regional Park District of $6,000 in cash and in-house services, on motion of Director Rinehart. (See story, P. 5)
- Authorized operation of sightseeing tours June 11 through Sept. 2, on motion of Director Rinehart. (See story, P. 5)
- Approved soliciting bids for purchase of three bill-coin changer machines, on motion of Director Rinehart.
- Authorized General Manager to enter into a lease agreement for additional parking space at Newark Division and agreement for Southern Pacific right-of-way, on motion of Director Berk.
- Adopted resolution expressing deep appreciation to Kimi Fujii for leadership, service and example as President of Board of Directors, on motion of Director Rinehart. (See box, P. 6)