Three drivers top Tough competitors in 1977 Bus Roadeo
Board of Directors cuts the tax rate
For many East Bay property taxpayers

AC Transit Directors cut the tax rate for many property taxpayers to help offset increases in assessed valuation in 1977.

For the third year in a row the rate has been reduced, from a high of 53.6 cents in 1974-75 to the new consolidated rate of 43.2 cents for the fiscal year ending June 30, 1978.

The new rate is a reduction of 2.7 cents below last year's consolidated rate of 45.9 cents.

Directors, meeting Sept. 1, held to a seven percent increase in property tax proceeds from Special Service District 1, which includes the 11 urban cities from Hayward north to San Pablo.

The increase was held to the approximate cost of inflation over the past year.

Because of a difference in assessment ratio, the new rate for Alameda County will be 43.3 cents, a reduction of 1.5 cents while the rate for Contra Costa County will be 42.9 cents, a reduction of 8 cents.

The Directors set the property tax rate at the maximum 33 cents per $100 of assessed valuation in Special Service District 2, which includes Fremont and Newark, to be sure there is adequate funds to complete implementation of Dial-A-Ride service in that area.

The District has estimated cost of the door-to-door service provided in off-peak hours, but has not had the full system in operation to obtain reliable figures, the Directors pointed out in setting the tax rate.

Court clears the way for the District
To purchase new advance design buses

AC Transit can proceed with obtaining 66 advance design buses for use in East Bay cities from San Pablo south to Fremont.

Legal action to prevent AC Transit from purchasing the buses without hydraulic lifts to accommodate wheelchairs was denied last month by Alameda County Superior Judge Lyle E. Cook in ruling against the Center for Independent Living of Berkeley and the California State Department of Rehabilitation.

Judge Cook pointed out.

General Motors Corp. was the only bidder when AC Transit and five other properties sought a joint bid for 418 advance design buses in Sept., 1976. Further action was held up by a court suit finally decided in favor of GMC and AC Transit proceeded to order the buses in May, 1977.

Attractive Features
The advance design buses offer new amenities, including large tinted windows and climate control, and features which are expected to result in considerable maintenance savings. Bids were $91,500 per coach, plus delivery charges and taxes.

AC Transit put itself at the end of the delivery line so changes could be made to comply with California's stringent 1977 clean air standards. Delivery is not expected until next year.

Our 'Stockholders' Write

Your August edition included an excellent article entitled "MTC's new 'fare guidelines' proposal could prove unfair to transit riders."

Those who drive autos are paying far less than 35% of the true total cost... that they necessitate. In fact a recent State study showed that rush-hour drivers are paying less than 3% of the cost of the facilities they require. That being the case, why pick on the transit patron - the good guy who doesn't impose the pollution, energy waste, congestion and traffic deaths on the community - as the one to come up with 35%.

Alvin Spivak
San Jose

I would like to bring to your attention bus driver Don Covington.

I rode on the bus he was driving and noticed he was able to tell several different people where they could change buses... on different lines. He named at least 14 different lines.

It was a lift for my day.

Gladys Briggs
Oakland

I want to commend Doris Goelz, AC Transit (Information) clerk #1, for her very courteous service to me. I was seeking information about AC Transit, BART and the Santa Clara Transit lines. Mrs. Goelz not only looked up all the schedules, but even the fares I would have to pay. As a result of her information, I had a well-planned, restful and smooth trip to San Jose. Mrs. Goelz is most helpful, courteous and pleasant to talk to, and I want you to know what a good job she is doing for AC Transit.

John Richards
Emeryville

I wish to report an unsafe trip I had. The driver stopped in traffic in Emeryville to collect everyone's tickets, thus was stopped during a green light in the lane of traffic. After the light turned yellow, the driver started the bus and continued to turn left on the red light. The driver honked his horn, the cars with the right-of-way stopped and our bus proceeded through the turn against the red light.

Carolyn Denslow
Berkeley

(Ed. Note: Our operators undergo a very extensive driver training period and are required to rigidly abide by the rules of the road. When this policy is enforced, we do wish to be made aware of the circumstances — including the bus number — in order to take corrective action.)

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Carolyn Denslow
Berkeley
Happy Anniversary

Richmond, Seminary Divisions are 30

A generation ago, the Maintenance and Transportation Departments began operations in the Richmond and Seminary Divisions. The doors first opened “...beginning with Owl service leaving the Divisions after 12:01 a.m. Monday, September 1,” according to the bulletin issued by AC Transit’s predecessor. The year was 1947.

At the same time, Key System Transit Lines closed what had been the Western Division, then located at 51st St. and Telegraph Ave. in North Oakland.

Several AC Transit veterans remember making the move that day, “It was all so spanking brand new,” says Carl Matous about Richmond Division where he is now chief dispatcher.

Matous and others, like Seminary Division Driver Ralph Inklebarger, agree on another observation: in three decades, the divisions have become very busy places.

“You’d find a few guys in the Gilkey Room,” Inklebarger remembers. “These days, it’s all full the time.”

Maintenance activities at both facilities deserve the description voiced in Richmond 30 years ago when, with appropriate ceremony, Division 3 opened as the property where “assembly line technique and preventive maintenance can be seen at their best.”

All divisions meet Safe driving goals

Drivers of all divisions beat the monthly safe driving goal during August, achieving a District-wide average of 19,067 miles for each accident.

The goal is an average of at least 13,250 miles for each chargeable accident.

Newark Division drivers exceeded the goal by a comfortable margin, averaging 36,498 miles per mishap. Emeryville Division operators traveled 20,732 for each accident.

The average among Richmond Division drivers was 19,732 miles and Seminary Division operators tallied 15,782 miles for each accident.

Summer tours a success

AC Transit’s Summer Sunshine Fun Tours concluded an 11th successful season Sept. 2.

During the 83 day tours were offered, 104 buses made excursions over 10,848 miles of Northern California’s highways and byways.

A total of 3,161 passengers enjoyed the trips to historic sites, community festivals, wineries, parks and through scenic countryside.

East Contra Costa Riders get offer They can’t refuse

Buses were operating as usual in Eastern Contra Costa County but fare boxes weren’t for one week this month.

Local transit officials offered free rides Sept. 6 through Sept. 9 to students returning to school and all others. An average of 600 passengers accepted the complimentary transportation each day.

It was the second time free rides were offered to introduce the service—christened “Tri Delta Transit.” Transit officials offered the same invitation to residents during the start-up week beginning June 6.

Three local lines operated under contract with the Eastern Contra Costa Transit Authority link Shore Acres, West Pittsburg, Pittsburg, Antioch, Oakley and Brentwood. The buses also make transfer connections with BART Express Line P operated by the District between East Contra Costa and BART/Concord.

Dial-A-Ride is near Full implementation In Fremont and Newark

Dial-A-Ride service was expanded Sept. 25 to cover virtually all of the Irvington area in Fremont, bringing the total Dial-A-Ride service area to approximately 90 percent of Fremont and Newark.

Ultimate plans call for full Dial-A-Ride in the two communities by Oct. 30, some five months earlier than originally projected.

The two new Dial-A-Ride zones, which approximately divide the Irvington District in half at Blacow Road, have the following boundaries:

Zone 9 — Paseo Padre Parkway on the east, Stevenson Blvd., on the north, Blacow Road on the west and the Western Pacific Railroad tracks on the south. Zone 9 also provides connection to BART/Fremont.

Zone 11 — Blacow Road on the east, Stevenson Blvd. on the north, Nimitz Freeway and Durham Road on the west, and the Western Pacific Railroad tracks on the south.

The new Zone 9 includes areas in the previously planned Zones 9 and 10, the previous Zones 11 and 12 are combined in the new Zone 11.

New bus service to Point Pinole Park

AC Transit initiated new bus service to Point Pinole Park on San Pablo Bay this month, as a result of action taken by the Board of Directors.

Line 78 buses make the trip to the park at hourly intervals, approximately 9 a.m. to 6 p.m. Monday through Saturday, providing access to facilities where the East Bay Regional Park District has invested some $1 million in improvements.

The Park District is paying the estimated $17,591 cost of service on a one-year trial basis on Line 78 from BART/Richmond north via 13th St., Rumrill Blvd., Broadway Road and Giant Highway to Point Pinole.
Local winner eyes national competition

TOUGH TESTS — Operators Aquilla Colvin, Harry Hall, Harvey Williams and Ely Hill (above, left to right) tackle the 20-question safety quiz. Competitors also were judged on their personal appearance and their knowledge of equipment. INCHES COUNT — The final problem in the lengthy, complicated driving test was to make a smooth safe stop within 12 inches of the finish line. Supervisor Billy Reynolds (below) checks one driver's accuracy. From start to finish of the one-mile course, drivers faced a dozen different challenges in starting, stopping, turning and backing the vehicle.

THE COVER — Driver Rick Vierra of the Newark Division (center) edged past some capable competitors to earn top honors in AC Transit's 1977 Bus Roadeo, held late last month at Golden Gate Fields. An eight-year veteran with the District, Vierra scored 1926 out of a possible 2050 points during two days of intense competition. He will represent AC Transit in the contest for national honors to be held by the American Public Transit Association in Atlanta, Ga., next month. Seen flanking Vierra are second place runner-up Ron Freund (right) and William Gamlen (left) who finished third among the three dozen District experts in the competition.

ABLE ARTISAN — At his home work bench, Charles Franken with "Carlotta," first in a family of fine steel knives he has made. Now proud of the proficiency he has acquired, he has adopted a trademark — Franken Edge — on a piece of steel that is to be fashioned into a blade.

Dextrous driver has diverse talents

When Charles Franken's huge hands aren't at the wheel of a Line 67 bus, they're usually quite busy creating works of art. Franken is an avid artist and his output simply is prodigious.

Lately, he's been putting out a striking series of steel blades.

"It's my highest form of art," Franken says. "I don't see 'em as weapons; they are precious tools — very fine instruments."

The inspiration came from a romantic Hollywood depiction (starring Alan Ladd) of the life — and the legendary knife — of famed frontiersman Colonel James Bowie.
New Employees

Teodoro M. Agcaoili  PBX  Emeryville
Janet L. Beverly  Transportation  Emeryville
Brenda J. Brewer  Transportation  Seminary
Gloria Dean Clark  Transportation  Richmond

James J. Compton  Transportation  Emeryville
Billy Cooper  Maintenance  Emeryville
John Melvin DePaoli  Transportation  Emeryville
Curtis Donald  Transportation  Emeryville

John Dykes, Jr.  Transportation  Emeryville
Charles L. Edwards  Transportation  Richmond
Dolphie C. Fuller  Transportation  Seminary
William Donald Gary  Transportation  Richmond

Walter S. E. Gray  Transportation  Emeryville
Margaret S. Greaves  Transportation  Seminary
Curtis Leo Hall  Transportation  Seminary
Vicki Hampton  Transportation  Richmond

James R. Hudson  Transportation  Seminary
Freddie B. Harris  Transportation  Seminary
Lydia Paulnet Hastings  PBX  Emeryville
Sherri K. Holloway  Transportation  Emeryville

AC Transit welcomes these new workers

Pamela M. Jenkins  Transportation  Seminary
Marilyn Gene Johnson  Transportation  Richmond
Preston S. Johnson  Transportation  Seminary
Rose Marie Johnson  Transportation  Emeryville

Mitchell E. Jones  Transportation  Emeryville
Arline Kimble  Transportation  Richmond
James B. Kyle  Transportation  Emeryville
Gloria D. Lessler  Transportation  Seminary

Cheryl Lynn Malone  Transportation  Emeryville
Connie M. Mcgee  Transportation  Emeryville
Gwendolyn P. Miles  Transportation  Emeryville
Pamela Ann Modjeski  Transportation  Emeryville

Charles T. Nelson  Transportation  Emeryville
Yvonne J. Norman  Transportation  Seminary
Wendle J. Pearson  Transportation  Emeryville
Priscilla A. Range  Transportation  Richmond

Wanda L. Ricks  Transportation  Seminary
Talia M. Stevens  Transportation  Emeryville
June E. Stevens  Transportation  Emeryville
Majorie A. Wright  Transportation  Emeryville
**Board Actions**
(Continued from back page)

At an adjourned regular meeting September 14, the Board of Directors:

- Referred all bids received in response to a proposal for furnishing office machines and equipment to management for evaluation as to compliance with specifications, on motion of Director Rinehart.
- Authorized consolidating Dial-A-Ride Zones 15 and 16 in Fremont and Newark on Oct. 30, 1977, Zone 15 to be consolidated with and designated Zone 13 and Zone 16 to be consolidated with and designated Zone 17, on motion of Director Bettencourt.
- Authorized rerouting Lines 80, 81, 90, 91, 91A, 92, 95 and U in downtown Hayward concurrent with the inauguration of one-way traffic patterns on B and C Sts., on motion of Director Bettencourt.
- Authorized rerouting Lines 80, 81, 90, 91, 91A, 92, 95 and U in downtown Hayward concurrent with the inauguration of one-way traffic patterns on B and C Sts., on motion of Director Bettencourt.
- Authorized adjustment in Concord on Oct. 3, 1977, rerouting Line 302T during weekday commute hours only to provide service to new residential developments in S. Lurwin Ave. and Turtle Creek Road areas, on motion of Director Bettencourt.

**July Financial Report**

System expenditures, including allocation for depreciation and interest and principal on bonded debt, totaled $4,903,715. Operating income amounted to $1,516,584. Total income, including proceeds from property and sales taxes and Federal operating assistance amounted to $4,665,667, leaving $247,048 to be offset by accumulated cash reserves.

Contract services are being fully paid for by the communities involved.

Nationally, the transit industry showed a decrease of 1.73 percent in total passengers carried.
At a regular meeting August 10, the Board of Directors:

- Authorized an agreement with the San Leandro Unified School District to provide supplementary bus service, on motion of Director Bettencourt.
- Authorized implementation of Dial-A-Ride Zones 9, 10, 11 and 12 in Fremont, 9 and 10 consolidated and designated Zone 9, 11 and 12 consolidated and designated Zone 11, on motion of Director Bettencourt. (See story Pg. 5.)
- Authorized the General Manager to advertise and seek bids for the purchase of 150 rear destination sign assemblies, subject to UMTA approval, on motion of Director Bettencourt.
- Declared surplus property owned by the District in 24141 Mission Blvd., Hayward, and authorized sale of the site to the highest bidder for not less than the appraised value, on motion of Director Berk.
- Adopted resolution expressing opposition to the setting of fare guidelines by the Metropolitan Transportation Commission, on motion of Director Berk.
- Authorized participation in the application to CALTRANS for funding of a Regional Transit Association Cooperative Public Information Campaign, on motion of Director Holmes.

* * *

At an adjourned regular meeting August 24, the Board of Directors:

- Authorized allocation of $500 in dues for the Regional Transit Association of the Bay Area, on motion of Director Rinehart.

* * *

At an adjourned regular meeting September 1, the Board of Directors:

- Authorized the General Manager to negotiate on the open market with no minimum price for sale of 15 older GMC buses, on motion of Director Godkin.
- Adopted resolutions fixing the tax rates for Special Transit Service District 1 and Special Transit Service District 2 for fiscal 1977-78, on motion of Director Rinehart.

(Continued on Pg. 10)