Bus service for Hercules, Pinole

The I-G commends the newly reorganized Western Contra Costa County Transit Authority for its efforts to arrange for AC Transit to extend its service into the Hercules and Pinole areas.

With Hercules one of the fastest growing communities anywhere and Pinole an already-developed city, it is time for both to be brought into AC's service area.

A contract proposal between the authority and the transit district is already in the works. We urge both agencies to finalize the pact so residents of both communities can begin to use public transit.

For the first two years of the proposed agreement the two cities and the county have agreed to put up the financing needed above and beyond fares to bring bus service to the area. After the two-year trial period residents of the area would have the opportunity to determine by ballot if they wish to be linked permanently to the AC district.

That many residents of the suburban area will switch to buses from their autos when service is available is demonstrable. AC reports that in its District 2 — Fremont and Newark — ridership last year was up 32.4 percent. The Concord local bus system showed a ridership increase of 49.1 percent, and Pleasant Hill 137.4 percent.

Pinole and Hercules have come of age and their citizens desire the modern, reliably scheduled public transportation AC can provide.

Veteran of 42 years
On trains and buses Dies in San Leandro

Milton P. Samuelson, a retiree whose 42-year transit career included more than 30 years on Key System trains, died Nov. 18 in San Leandro at age 78. He had been retired since 1965.

Samuelson started out as a streetcar conductor in 1923, but switched to trains, serving first as a brakeman, then working forward to the cab. After the last transbay run of the F train in 1958, he made the switch to operating buses, serving out of Seminary Division.

Survivors include his widow, Marie; a daughter, Phyllis Turner; a son, Irving Samuelson; and two grandchildren.

Memorial services, delayed because of family illness, are expected to be held after the first of the year.

Joint buying plan will cut costs
Six major bay region transit systems will cut costs under a new joint purchasing program.

By joining together for the first time to purchase automotive filters, the systems will save 20 percent of current costs over the term of a one year contract, according to Alan L. Bingham, chairman of the Regional Transit Association of the Bay Area Board of Control and general manager of AC Transit.

Joint purchasing is one of the objectives of the association, which includes AC Transit, BART, Golden Gate Transit, SAMTRANS, San Francisco Muni and Santa Clara County Transportation Agency.

Safe driving record
Set during 1976-1977

The monthly safe-driving goal set by Safety & Training was surpassed by drivers 44 times during fiscal 1976/77. This compares to the previous year when drivers bettered the established goal 38 times.

The monthly goal — 13,250 miles of accident-free driving — was bettered by Newark and Seminary divisions all 12 months during the year. Emeryville Division beat that goal 11 times and Richmond Division, 9 times.

During the same period, seven more operators achieved the record of driving 25 years without a chargeable accident. This brought to 23 the number of operators who have reached this safety milestone.

Management Association
Chooses officers for 1978
During December meeting

AC Transit Management Association officers were elected Dec. 3, at the annual holiday meeting.

Sworn in for 1978 were: William F. Schmid, president; Elta E. Ball, vice-president; Sharon L. Rodriguez, secretary; Toby G. Klieman, treasurer; Ben Davis, Jr., board of governors; and Harry H. Foster, board of governors.

The Management Association meets four times each year to discuss district activities.

All management personnel are eligible for membership in the association.

October safety target hit
By all district divisions

Drivers at all divisions met the monthly safe driving goal during October, achieving a District-wide average of 15,351 miles on the road between accidents. Goal is 13,250 miles per chargeable accident.

Newark averaged 66,264 miles between mishaps: Emeryville, 14,480; Seminary, 13,988; and Richmond, 13,740.
Strike still side-lines bus fleet

AC Transit's strike moved into its second month as labor and management continued meeting in an attempt to resolve the current contract dispute which has idled the District's 826 buses since Nov. 21.

Union negotiators rejected an offer which would have brought drivers' wages to more than $20,000 per year average with a monthly income for retiring drivers in excess of $1,000 per month.

In a last ditch effort to avoid the strike, the District increased its total package offer by $2 million, raising the cost of the three-year proposal to more than $12 million increase over the current annual payroll of $36 million.

Under the District's proposal, drivers (continued on page 8)

Two cases illustrate pension facts

Two requests for pensions were approved at the last meeting of the AC Transit Pension Board, held July 29, 1977.

The following information, contained in minutes of the meeting, illustrates provisions of AC Transit's current pension plan.

DRIVER A: 67 years old and an employee for 31 years. Average earnings over the past five years of $19,320 a year or $1,610 per month. This driver retired with a pension from AC Transit of $651 a month, plus $437 from Social Security for a total of $1,088 a month.

The union demands would increase his pension from AC Transit to $805 a month—an increase of 24 percent, resulting in a total income of $1,022 a month.

Due to tax advantages for those over 65, DRIVER A's spendable income, therefore, would be more than when he was working.

DRIVER B: 60 years old and an employee for 30 years. Average earnings over the past five years of $17,400 a year, or $1,450 a month. This driver selected a retirement option which gave him an immediate pension from AC Transit of $508 a month for life, plus a supplement of $217 a month until he is 65. At that time he is expected to receive at least $500 a month in Social Security, giving him an income of $1,008 per month.

The union demands the supplement of $217 be paid for life, which means after age 65 DRIVER B would have a total income of $1,225 per month.

Again, due to tax advantages, the driver's spendable income would be more than when he was working.

To continue the supplement to this worker would mean an increase of 43 percent in AC Transit benefits after he reaches age 65.

When Nickolas P. Alevizos retires Jan. 1 after 56 years of service to East Bay transit, the following characters will be taking retirement bows along with him: Santa Claus, Uncle Sam, Abraham Lincoln, and Christopher Columbus.

These fabled figures are among those "Papa Nick" — long-time superintendent, Richmond Division — has impersonated for transit-related festivities and for civic and fraternal activities over many years.

The colorful career of 76-year-old "Papa Nick", who emigrated to the U.S. from his native Greece in 1916, started in 1921 when he bought a jitney route in Oakland. Jitneys were touring cars which hauled passengers at five cents a fare in competition with street cars.

This competition, which eventually escalated into bitter "jitney wars", led Alevizos, first, to form a jitney drivers' association which later expanded to become West Oakland Motor Bus Lines; then, in 1935, to merge that company into Key System.

Alevizos' service to the transit field has been paralleled by his eagerness to help a good cause or to highlight a celebration by costuming himself as a noted figure.

His longest-running role, of course, is playing Santa Claus. It's a holiday ritual that he began in 1933.
New ferry building
Opened to East Bay
Passengers in 1875

San Francisco was bustling with an increasing level of commerce. East Bay ferry traffic was growing. The time seemed right to Leland Stanford and his Central Pacific associates to construct a new terminal facility at the foot of San Francisco's Market St.

It was completed in 1875, and a newly-renovated river packet re-named "Oakland" was given the honor of making the first revenue run from Oakland's Long Wharf, which had opened four years earlier. Other ferries plying the busy east-west route were the "El Capitan" and the "Alameda."

The terminal lay-out included six ferry slips, horsecar and cable car service area, space for loading and unloading other horse-drawn freight and passenger vehicles, and a series of passenger waiting rooms. Topping the building was a four-sided clock tower.

Though its existence was brief (it was torn down 20 years later to make way for the present Ferry Building), the terminal had a long-term impact on East Bay transit. Its construction and successful operation spurred Central Pacific to design the Oakland Pier, which served thousands of passengers per day and remained an area landmark for 75 years.

THE COVER — This 19th-century photo, printed from a negative found in an old photograph file, shows the bustling activity characteristic of San Francisco's first Ferry Building. This wooden structure was demolished and replaced in 1898 by the somewhat grander building that is today one of that city's most famous landmarks. The terminal served East Bay ferry passengers, some of whom then boarded trains of the Central Pacific Railroad for destinations noted along the front of the building. It was still very much the age of the horse, as indicated by the horse-powered passenger and freight vehicles shown in the foreground. It was also the age of the grand old sailing vessels, whose masts are visible at upper right and center.

BY WATER AND RAIL — In this era, East Bay residents' route to a growing San Francisco was by ferry, such as the "Alameda," below, which docked at the original Ferry Building. Here, other forms of transit awaited.

October Financial Report

System expenditures, including allocation for depreciation and interest and principal on bonded debt, totaled $4,850,189. Operating income amounted to $1,777,712. Total income, including proceeds from property and sales taxes and Federal operating assistance amounted to $4,904,271 leaving $54,082 to help offset losses accumulated earlier in the year.

Contract services are being fully paid for by the communities involved. Nationally, the transit industry showed an increase of 3.81 percent in total passengers.

### Passengers

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### Contract Services

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Total: $1,516,936

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Total: $1,436,110

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Total: $2,590,215

$1,423,378

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Total: $2,521,480

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Total: $2,302

$780,177
At an adjourned regular meeting Nov. 30, the Board of Directors:

- Authorized Golden Gate Bridge, Highway and Transportation District to seek bids for purchase of automotive lamp bulbs, in conjunction with Regional Transit Association joint procurement, on motion of Director Rinehart.

* * *

At a regular meeting Dec. 14, the Board of Directors:

- Authorized General Manager to advertise and seek bids for purchase of metal parts bins and metal bulk storage racks, subject to UMTA approval, on motion of Director Rinehart.

- Authorized General Manager to execute agreement with California Department of Transportation for installation and testing of wheelchair lift and securement devices on one district bus, on motion of Director Rinehart.

Union strike continues into second month
(continued from page 4)

would return to work with an average annual pay of over $20,000 — with full percentage cost-of-living increases each quarter, projected to an average annual pay of over $23,000 in the third year of the contract.

Substantial improvements were offered by the District in the pension plan. But the final unresolved demand of the union had to do with additional payments for employees who retire in the future.

The pension plan, paid for entirely by AC Transit, when combined with Social Security would provide an income to retiring drivers at age 65 and older with 20 years service or more with a total income in excess of $1,000 per month.

Leaders of Local 192, Amalgamated Transit Union, responded by increasing their demands, going on strike, and then further increasing their demands which would cost an additional $10 million.