District participates in Radio Alert
Last Tuesday — a very hot day — a French bus was being tried out on the 51 Line.

Getting in and out of the bus was easier — a plus for the many elderly people who are obliged to take public transportation. Also, the ventilation was far superior to what we now have on our buses. On the French bus only the top part of the window opened, and there was ventilation provided in the roof over the aisle. No drafts. The weather was so hot that day, a good test for ventilation and, in my opinion, the bus passed with flying colors.

I also liked pushing a button that lets the driver know silently that you want to disembark. The seats were also well designed, making one sit up properly and comfortably. Whatever new bus you select, I hope you will choose one with air-conditioning or one that is better ventilated than those now in use.

J. A. Moore
Berkeley

(Ed. Note: Thank you for sharing your comments on the Renault "Bertiet PR 100", which was road-tested recently as part of the District's program of evaluating new developments in transit equipment.)

Compelled, after driving all our life, to seek yours and BART's transportation, we welcome its comfort. Very enjoyable in seeking yours and BART's transportation, we

Bus cushion seats, comfortable as BART. We note fares increase. We thank you for the past fares aiding the seniors. Wonderful.

James Joseph Blanchet, Age 84
Oakland

Robert E. Nisbet, who played an active role in formation of the District 20 years ago, was appointed General Manager by the Board of Directors at its July 26 meeting.

He has served as Acting General Manager since Jan. 9, assuming that interim post following the death of Alan L. Bingham, who had been General Manager since 1967.

Robert E. Nisbet

Most fares increase
Fares for most riders were increased as of July 23. The Board of Directors approved the new rates at its July 12 meeting. Basic local adult fare was increased from 25 cents to 35 cents, representing the first raise in local fares since 1958.

Youth fares increased from 15 cents to 25 cents on local lines, with express bus and transbay fares increasing between 10 cents and 40 cents, depending on distances traveled. Not increased were fares for senior citizens, handicapped persons, BART Express patrons, and contract service passengers in central and eastern Contra Costa County.

NEW DESTINATION — Maintenance man Terry French puts finishing touches on the latest addition to the growing list of headsigns. Beginning September 5th, Line 78A-CERRITO-RICHMOND will continue through Pinole, Hercules and Rodeo to Crockett. This service extension, to be operated under contract with Western Contra Costa Transit Authority, will be tied in with new locally-operated neighborhood transit — to be named "West CAT" (West Contra Costa Transit).
Wheelchair lift passes tough strength test

HEAVY DUTY — This production model of Environmental Equipment Corporation's wheelchair lift hefts 600 pounds as Gene Gardner (left), senior transportation planner, and Stan Pearce, superintendent of safety and training, check its performance. Proposed State regulations would require wheelchair lifts to hold this weight repeatedly as one test of safety and reliability. This mechanism, which is manufactured in San Leandro, passed that test. It's a production model, incorporating modifications suggested by the District after extensive testing of an earlier prototype. The device is now installed in bus # 793 to provide transportation to elderly and handicapped persons in Concord.

Zones consolidated In Fremont-Newark

For more efficiency

Dial-A-Ride zones in Newark and in the Irvington area of Fremont were consolidated as of July 2. Aim of the move is increased efficiency and better accessibility for passengers within the expanded zones.

Within the Irvington District of Fremont, Zones 9 and 11 were consolidated and re-designated Zone 9. Boundaries are the Nimitz Freeway on the west, Stevenson Blvd. on the north, Paseo Padre Parkway on the east, and the Western Pacific Railroad tracks and Durham Road on the south.

Zone 9 Dial-A-Ride will be in effect during regular Dial-A-Ride hours (9 a.m. to 4 p.m. and 7 p.m. to 10 p.m., weekdays; 8 a.m. to 11 p.m., Saturdays; 10 a.m. to 5 p.m., Sundays).

In Newark, Dial-A-Ride Zones 17 and 19 continue to operate separately on weekdays between 9 a.m. and 4 p.m. On weekends and nights, however, Zones 17 and 19 are consolidated into a single zone designated Zone 19.

Boundaries of the consolidated zone are Jarvis Road on the north, the Nimitz Freeway on the east, Mowry Ave. on the south, and the Newark City Limits and Thornton Ave. on the west.

THE COVER — A joint effort between AC Transit and police departments in Fremont, Newark and Union City has been launched with the "Radio Alert" program. By use of improved communications, bus drivers and law enforcement personnel will be working more closely together. From left: Charles O. Sigler, Newark Division assistant superintendent; Union City Chief of Police William E. Kirkpatrick; Fremont Chief of Police Robert Nasseman; Newark Assistant Chief of Police Carl Pierce; and L. L. "Mac" McDonald, Newark Division superintendent. Similar to an existing alert system in Richmond, Oakland, and Hayward, the program is aimed at faster police response to incidents or situations reported by drivers through Central Dispatch.

Newark drivers take honors In June safety competition

Newark Division drivers topped the standings in last month's safe-driving competition with a record of 30,454 miles between accidents.

Two other divisions also met June's safe-driving goal of 3,250 miles per accident.

Emeryville Division recorded 17,299 miles per accident; Seminary Division, 15,272 miles.

Schedule Department Promotion announced

Mel Reece, who joined AC Transit in 1963, has been appointed supervisor of schedules. He had served as assistant supervisor of schedules since 1976.

Reece began his transit career as a driver, serving five years at Emeryville Division. He transferred to the Schedule Department as a schedule analyst in 1971, moving up to senior schedule analyst in 1973.

Before joining AC Transit, he completed five years of Army service. As a military policeman, he was stationed in a wide variety of locations in the U.S. and overseas, including two years in Berlin.

Reece and wife Marilyn (who met when she was a passenger, he a driver) live in Hayward with their sons, Steven, 10, and Paul, 9.

Two retirees, one employee meet deaths

Two retirees and one employee died in recent weeks.

Frederick Hymes, 79, who had completed 40 years of transit service at the time of his retirement in 1963, died July 9.

Funeral services were held in Oakland, with burial at Holy Sepulcher Cemetery, Hayward.

Beginning his transit career in 1923 as a motorman, Hymes subsequently became a supervisor — the position he had held for 33 years at the time he retired.

Survivors include his widow, Agnes.

Finis A. West, 90 — a retiree since 1948 — died June 3 in Oakland.

Funeral services were held at Chapel of the Chimes, Oakland, followed by cremation.

West's transit career began in 1914. His job categories included operator, conductor, receiver, and ticket seller during his 34 years of service.

He is survived by his widow, Anna Victoria West.

Vernon Mays, 25, employed in Maintenance since 1974, died in Oakland June 24.

He worked at Richmond Division.

Funeral services were held locally, with subsequent services and burial in Denver, CO. Mays was living in Oakland at the time of his death.

He is survived by his parents, Mr. and Mrs. Herman H. Mays, and a sister, Melody A. Van.
Silva, Epperson, Butler retire

George Silva
D. L. Epperson
Leslie Butler

With his retirement as a training instructor, George Silva expects to play a little golf (which he's just taken up) and a lot of music (he's been a drummer for more than 40 years). Though his career as a professional musician was moved to a back burner when he chose the greater security of a transit job, Silva has kept his musician's skills honed. For instance, he's currently instructing groups of school children (including the handicapped and non-English-speaking) in how to use the bus. Though his career as a professional musician was moved to a back burner when he chose the greater security of a transit job, Silva has kept his musician's skills honed. For instance, he's currently instructing groups of school children (including the handicapped and non-English-speaking) in how to use the bus.

Eppie Epperson

Joining Key System in 1939, Operator Leslie Butler, who retired July 1, participated in an era in East Bay transit characterized by change.

The family includes daughter Joyce Lucchesi, of AC Transit's Legal Department, and a two-year-old grandson, Douglas.

D. L. "Eppie" Epperson was too young to qualify as a bus driver when he joined Key System in 1942, so he started out as a service employee at Emeryville Division. He began as a streetcar operator, ran trains carrying workers to and from the Richmond shipyards during World War II when maximum demands were made both on transit equipment and employees by war-time schedules and record ridership, and then spent 30 years driving buses. He's been with Seminary Division since 1948. Of his career as a maintenance foreman.

In 1976, he joined that elite group of drivers qualifying for a 25-year safe driving award.

A widower since the death of his wife Marie, Butler has one son, Leslie.

May Financial Report

System expenditures, including allocation for depreciation and interest, amounted to $8,866,654. Total income, including proceeds from property and sales taxes and Federal operating assistance, amounted to $8,891,306, leasing a $28,652 deficit.

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

Nationally, the transit industry showed an increase of 8.83 percent in total passengers carried.
At an adjourned regular meeting June 28, the Board of Directors:

- Authorized Acting General Manager to execute contracts with UMTA for operating assistance grants, on motion of Director Rinehart.
- Authorized Acting General Manager to advertise and seek bids for purchase of five forklifts and three air compressors, on motion of Director Bettencourt.
- Authorized extending for one year the tire lease and service contract with Firestone Tire & Rubber Co., on motion of Director Rinehart.
- Rejected all bids made to Regional Transit Association for furnishing batteries and authorized resolicitation of bids, on motion of Director Godkin.
- Authorized preparing and filing a negative declaration in connection with proposed fare adjustments, on motion of Director Rinehart.
- Adopted Preliminary Operating Estimate for Fiscal 1978-79, on motion of Director Rinehart.
- Approved adjustments in salary ranges of attorneys employed by the District, on motion of Director Nakadegawa.

At a regular meeting July 12, the Board of Directors:

- Adopted fare adjustments and negative declaration in connection with these adjustments, on motion of Director Berk.
- Rejected all bids made to Regional Transit Association for furnishing bearings and authorized resolicitation of bids, on motion of Director Godkin.
- Adopted resolutions establishing ward boundaries of the District and giving notice of election on Nov. 7, 1978, to choose four Directors, on motion of Director Berk.
- Authorized Acting General Manager to enter into agreement with Crain and Associates to conduct an on-board passenger survey, on motion of Director Bettencourt.
- Authorized Acting General Manager to advertise and seek bids for driver uniform shirts, on motion of Director Berk.