Training prepares drivers
To operate articulated buses
I am writing again about the heaters being turned on in the coaches. It has been various drivers and various coaches but the problem is exactly the same. Every day I have to either put up with it, find a seat where I can open a window, or nag the driver day after day to turn the heat off.

It is unbelievable to me that in this temperate climate the heaters need to be on. I can understand heating the buses first thing in the morning to warm the interior, but then the heat should be turned off.

Mrs. J. R. Stallings
Alameda

(Ed. Note: Please be assured that we are concerned about the problem of ventilation in our buses. Maintenance Department is working to make heater controls easier for drivers to regulate. Also, Transportation Department has posted a bulletin reminding drivers to make every attempt to control heat in buses so as to provide optimum comfort to riders.)

I would like to express a very meaningful THANK YOU to one of your drivers. Claude Day drives the D line bus out of Walnut Creek. That bus carries many school children in addition to commuters and it's difficult to keep to the schedule but Day tries very hard not to be late. He's also a very good, safe driver and an extremely nice person.

Another driver that needs a pat on the back is Frank Armas, on the D line in the morning. He's always on time getting me to work.

Thank you for two excellent drivers.
Phyllis T. Dimick
Livermore

I wish to thank all those involved in the prompt refund of $19 to me (the remainder of a $20 bill I mistakenly placed in the farebox of the San Francisco bus from Richmond).

I also wish to congratulate everyone at AC Transit for the fine service you provide me and all who prefer to take the bus.

Valerie Alvarez
San Pablo

This letter is to extend thanks on behalf of West Contra Costa County Transit Authority for the exemplary services of Gene Gardiner, Mike Mills, and Carl Knutson. Their advice and expertise was invaluable in helping to produce the WestCAT Bus Service program, which is proving to be an economical and popular service.

The success of this system owes itself, in part, to their great assistance for which we express our many thanks.

Tom Gozzano, Chairman
WCCCTA

We have had many drivers on the Treasure Island bus that I ride. Most of them are fine drivers.

Mr. Charles Johnson, however, is somehow a little more special. People on the bus all like him, I know. He has a pleasing manner, is meticulous in appearance, is courteous to everyone, and is a very safe driver.

AC Transit is, I am sure, proud of this fine employee.

Mrs. B. Margot
Alameda

Veteran drivers are learning to operate a new transit vehicle — a coach 20 feet longer than the standard city bus.

By mid-October, more than 110 District drivers had been taught the intricacies of handling the new 60-foot articulated coaches.

These vehicles have an accordion-like connection enabling them to bend in the middle to better negotiate highways and byways.

Riders will be noticing improvements in comfort inside the new vehicles: seats for up to 69 passengers, large windows for better visibility, and air-conditioning.

Drivers already notice mechanical features which make for easy operation: four-speed automatic transmissions with push-button shift selectors, power-assisted steering, and the self-steering "trailer" section.

Rear wheels of the articulated coach steer in concert with the front wheels for maximum cornering ability, while the diesel engine powers the center of the coach's three axles.

"Taking straight streets and turns in this bus isn't much different from driving a conventional two-axle bus," according to Chief Instructor Cecil Gross.

"But in this driver's seat, you have to keep in mind 20 extra feet of length — and that trailer back there.

"This bus handles beautifully. But like any other bus, it does demand constant alertness — defensive driving."

Thirty of these lengthy M.A.N. (Maschinenfabrik Augsburg Nurnberg) buses were ordered by the District in 1975.

Delivery began this summer, and the coaches are now scheduled to be phased into service on heavily-patronized lines.

Four positions on the Board of Directors will be filled when District voters cast ballots November 7.

Fifteen candidates will be vying for seats on the board, including Incumbent Directors Paul B. Godkin, Roy Nakadegawa, John L. McDonnell, William J. Betten­court, and Jean A. Holmes.

Six candidates have filed for Director-at-large: five for Ward 3 (Alameda, Pied­mont, and Oakland's Dimond, Fruitvale, Melrose, Mills College, Oakland, Semin­ary, Piedmont Pines, and Montclair dis­tricts); one for Ward 4 (San Leandro, Castro Valley, San Lorenzo, and part of Oakland); and three for Ward 5 (Fremont, Newark, and most of Hayward).
Retirement Report

More retirees look ahead to leisure

David "Rod" Rodrigues, retiring as maintenance superintendent, Newark Division (served in the same capacity previously at Richmond Division), doesn't expect to be at all bored during his retirement years. He plays golf three times a week, looks forward to doing some traveling, and enjoys crafting items out of metal and wood.

A woodworking project that's his current pride is a dollhouse he created (including the tiny furniture) at the request of one of his daughters.

When "Rod" joined Key System in 1938, he was assigned to track and roadway maintenance, then became a mechanic in 1941. Returning from Army service in 1946, he became a bus maintenance foreman. He's been a maintenance superintendent since 1963.

"Rod" and wife Mary have five children: David, Patricia, Joseph (who works in Emeryville Division's unit room), Pamela, and Donald. There are also four grandchildren, with number five due this spring.

Joining Key System in 1939, Carl "Robbie" Robinett was assigned to track, roadway, and train maintenance_prior to an interruption for four years of service in the Army. Returning to civilian life in 1945, he became a mechanic on the trains until they were phased out in 1958. He then was assigned to Maintenance at Seminary Division, where he worked to keep buses in top working order until his date of retirement.

The Robinetts are long-time residents of Los Angeles. In all, he worked for 32 years as a driver, but he singles out AC Transit as "the best I ever worked for."

Vernon Shinkle, operator at Newark Division and previously at Seminary Division, was a veteran driver before he joined AC Transit 15 years ago. He had driven previously for San Francisco's MUNI and for transit systems in St. Louis, Mo., and Los Angeles. In all, he worked for 51 years as a driver, but he singles out AC Transit as "the best where I ever worked for."

Vernon, wife Betty, and son David, 14, will be moving from Fremont to Arkansas by the end of the year. They plan to acquire property in that state, which Vernon describes as "loaded with good fishing."

The Shinkles have two other children, Patricia and Anthony, and are the grandparents of Darrell, 8, and Chad, 6.

John V. "Jack" Wright, retiring with 15 years of service as a driver at Seminary Division, actually began as an operator for Key System in 1946. After four years, however, he moved to a farm in Nebraska, remaining there for 13 years before deciding that "the small farmer doesn't have much chance." He returned to driving in 1963.

Wright's leisure plans center around his home on Bethel Island, where he enjoys "puttering around" the yard; around his 28-foot boat, which he uses for frequent fishing trips; and around such projects as restoring a vintage pick-up truck.

The family consists of wife Estelle, daughters Delores and Carol, four grandchildren, and four great-grandchildren.

Employees Turegano, Jackson, Moss meet deaths

Three employees died within recent weeks.

Albert P. Turegano, 60, a claims adjustor, died September 29 at his home in Piedmont. In his 15 years with the District, he served as a driver at Emeryville Division, then transferred to Claims in 1976.

He was a native of Texas, where funeral services were held.

Turegano is survived by three sons, George, Preston and Walter Turegano, and a daughter, Nora Hernandez.

Kenneth Daniel Jackson, 29, a driver since 1972, died in Oakland on October 5. He worked at Emeryville Division.

Funeral services were held in Oakland.

Jackson is survived by his father, Herbert H. Jackson.

Oliver Moss, 51, a mechanic and relief working foreman at Seminary Division, died October 16 in Oakland. He had been employed by the District for 15 years.

Funeral services were held in Oakland.

He is survived by his widow, Irene, and five children: Olivia, Oliver, Jr., Kevin, Kathryn, and Charlotte.

BAUTI ends '78 seminars

Twenty-four participants representing eight transit organizations attended the year's final Bay Area Urban Transit Institute, held October 16-20.

AC Transit is a joint sponsor of the seminars, which spotlight the varied functions contributing to transit operations.

All divisions reach September safety goal

Drivers in all four divisions achieved the September safe-driving goal — 13,250 miles between chargeable accidents — while driving a total of 2,455,553 miles during the month.

Newark Division topped the safety list, with drivers logging 37,242 miles per accident. Richmond Division came in second in the totals with 17,821 miles between accidents. Seminary Division's tally was 16,767 miles per accident; Emeryville's was 16,249 miles between mishaps.

Pretty passengers — Not all AC Transit coaches carrying Oakland Raiders advertising also carry a contingent of comely Raiderettes. This one was graced with a trio of official Raiderettes for Fall, for football, for transit advertising, and for the system's service to Raiders games.

PRETTY PASSENGERS — Not all AC Transit coaches carrying Oakland Raiders advertising also carry a contingent of comely Raiderettes. This one was graced with a trio of official Raiderettes for Fall, for football, for transit advertising, and for the system's service to Raiders games.

Notice now posted on all coaches request patrons to yield seats behind the driver and near the front door to persons who are handicapped or elderly.

The priority seating is identified by this orange, yellow and black decal affixed to the window.

Inauguration of the priority seating program follows last year's study of transportation needs of senior citizens and disabled persons.

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Time-conscious commuters are not purely products of the last, harried half of the twentieth century.

There certainly were enough of them in the East Bay 75 years ago to provide the highly successful launching of Francis M. "Borax" Smith's fast new train-ferry system geared to the promise of 35-minute runs from Berkeley to San Francisco.

Smith's Key Route electric train service, inaugurated in Berkeley on Oct. 26, 1903, initially consisted of 41 trains and two ferries to serve transbay travelers daily. East Bay riders boarded the clean, quiet trains with their electrically-illuminated coaches (rival SP's steam-powered trains still used oil lamps) for the short ride to the new 3½-mile-long ferry pier stretching across Oakland's tidelands to deep water.

There, they boarded a ferry (the Yerba Buena and the San Jose were the first two in service) bound for San Francisco.

Patronage was such that, in less than two weeks, hourly service became half-hourly, with 67 trains running daily. Only three weeks later, 20-minute service was offered, with 73 trains daily.

In its East Bay debut, electric-powered rapid transit had proved not only technically feasible but appealing enough to insure immediate and enthusiastic acceptance.

RAIL AND FERRY TALE—In the photo at top of page, three forms of early-century transportation are shown: trains (right of Key Route depot), steam-powered ferry (left) and sailing ships. The other photo above shows the Yerba Buena, which made the inaugural Key Route Oakland-San Francisco run in 1903, entering its slip. By 1909 the train-ferry service had expanded to serve all the East Bay communities noted on the system's distinctive symbol (above).
At an adjourned regular meeting September 20, the Board of Directors:

- Referred to management for evaluation all bids for bus driver uniform shirts and blouses, on motion of Director Rinehart.
- Approved job descriptions and staffing recommendations for the Personnel, Finance and Administrative departments, on motion of Director Holmes.

At a regular meeting October 11, the Board of Directors:

- Referred to management for evaluation all bids for a medium scale general purpose computer system, on motion of Director Nakadegawa.
- Awarded contract for furnishing uniform shirts and blouses for drivers to The Hub, on motion of Director Rinehart.
- Authorized General Manager to advertise and seek bids for lightweight uniform trousers and slacks for drivers, on motion of Director Nakadegawa.
- Authorized two management representatives to attend Transit Data Summaries Group meeting November 14-16, on motion of Director Bettencourt.
- Authorized two trips weekdays on Line 91 - Hayward-Castro Valley to serve new senior citizens center in Hayward, on motion of Director Rinehart.
- Authorized extension to Tahoe Avenue of Line 93A - San Lorenzo-Hayward, on motion of Director Rinehart.
- Authorized minor re-routings of Line 83 in downtown Oakland and of Lines W-1 and 63 in Alameda, on motion of Director Rinehart.

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