New diamond lane
Speeds transbay Commute trips
I am a regular rider of AC Transit on the B Line to San Francisco. I would like to pass along to you a few of my thoughts.

The use of the West Grand Avenue overpass as an alternative to entering the freeway is an excellent idea. It should certainly continue after BART resumes its service via the transbay tube. I would encourage your aggressive action to maintain this service.

Also, I believe the double-long buses should be utilized in both directions on the B Line during rush hour. Even before the BART fire, I almost always had to stand all the way from Grand and Harrison to San Francisco.

Richard E. Maxham
Oakland

As a Bay Area resident who makes frequent use of your service, it seems to me that, where at one time drivers would frequently be moved to enforce the no-smoking policy, that of late this is not the case. The times when a rider would violate said policy, to the utter disregard of the driver, have far outnumbered those in which a word was spoken on behalf of the rule's enforcement.

Unless the drivers can be persuaded to concern themselves not only with the responsibilities of safe driving but to also pay some regard to health policies on the interior of the buses as well, I personally will feel moved to make contacts in writing to persons and authorities other than yourselves.

My discontent with your service extends no further than this matter; I feel moved to commend you for its otherwise superior service. In my experience, the depth and efficiency displayed by your transit line is unrivalled.

Jay Bickley
Berkeley

It is, indeed, a pleasure to commend AC Transit for having such a valuable employee as Operator Floyd Whitehead.

I depend upon AC Transit and BART for all my transportation needs. Due to some of the misfortunes of BART, however, I am sometimes very close to being late for work. Your driver, Mr. Whitehead, always made sure I was at my destination on time.

La Verne Stanley
Fremont

Help in getting sufficient diesel fuel for AC Transit should result from State guidelines imposed this month, Board of Director members were told at the March 28 meeting.

The District has had difficulty in getting commitments from suppliers to deliver the approximately 125,000 gallons of fuel a week needed for full operation, said John A. Krajcar, purchases and stores manager.

Krajcar told the board that an order by the State Energy Commission requiring fuel suppliers to set aside four percent of what they plan to sell will make it easier to get needed diesel.

Under the State plan, a priorities list is established for the set-aside fuel. Emergency services, such as fire, police, hospitals and schools will have first priority. Agriculture will receive secondary preference, with transit third. The plan went into effect April 2 and will continue through June 30.

It requires “each prime supplier” to reserve four percent of the monthly supply “sold in California’s distribution system for consumption within the State.” Amounts of fuel set aside under the plan cannot be accumulated or deferred from one month to another, Krajcar said.

“Although this will not resolve all the problems concerning fuel shortages, it should help,” Krajcar said. He noted also that fuel commitments have been on a “week-to-week basis,” creating uncertainty as to supply and delivery.

Jay Bickley
Berkeley

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La Verne Stanley
Fremont

A strain on AC Transit manpower and equipment eased April 5 with the reopening of the BART transbay tube, closed since January 17 following a fire in the underwater link between the East Bay and San Francisco.

During the closing of the tube AC Transit provided a “bus bridge” to San Francisco, committing up to 30 additional AC Transit coaches and arranging for another 100 buses from private operators each day.

The “bus bridge” carried some 35,000 riders each day, nearly double the 18,000 passenger trips registered on a normal weekday prior to the fire. Costs of the operation were borne by BART.

“We are very proud of our employees who met this emergency situation,” AC Transit General Manager Robert E. NiSeet said. “Our personnel proved their ability to work under extreme pressure and still perform admirably.”

Transbay ridership continued to show a slight increase after reopening of the tube, amounting to approximately 19 percent of the total daily ridership of 210,000.

“Bus bridge” ends as BART tube reopens

COMMUTE SCENE — Passengers poured into the Transbay Terminal in San Francisco each morning via the “bus bridge” provided by AC Transit and other operators during the 11-week emergency closure of BART’s transbay tube. In late afternoon, the passenger flow reversed directions. Result: some 35,000 extra bus passengers each weekday that the service operated to and from BART MacArthur, Oakland. Transit organization cooperation and early-morning use of special bus access to the Bay Bridge were factors which enabled the inter­service to meet the needs of temporarily displaced train commuters.
Transportation agencies jointly engineer
An improved bus approach to Bay Bridge

A new exclusive "buses-only" approach to the Bay Bridge Toll Plaza has greatly speeded up the weekday morning transbay commute trip.

The new preferential bus access, implemented by CALTRANS and AC Transit April 17, is in operation from 6 a.m. to 9 a.m. Monday through Friday.

This arrangement is a modification of the temporary "bus bypass" employed on an emergency basis and with considerable success during the recent interruption of transbay train service (not operating January 17 to April 5).

"In that situation, we cooperated with CALTRANS to achieve a substantial improvement in operation with a modest but imaginative effort," says General Manager Robert E. Nisbet.

"Being able to reroute most of our morning transbay bus lines away from the crowded freeway approaches cut running times — and trip times for thousands of commuters — by 10 to 20 minutes."

Under the new, permanent arrangement (as in the temporary bypass), buses on most transbay lines use the West Grand Ave. Connector to travel directly from city streets to the right lane of the toll plaza.

Those buses using Interstate 80 — the Eastshore Freeway from the direction of Richmond — are staying in the far right lane to merge with the new bus access and continue past the automobile traffic.

According to CALTRANS, the new exclusive lane will benefit the motorists too since it eliminates the interweaving of buses with cars — a condition which occurred in the approach to the former "buses-only" lane at the center of the toll plaza.

Commute-hour bus riders headed in the opposite direction — headed east from San Francisco during the afternoon peak period — have enjoyed similarly speedy access to the Bay Bridge avoiding the freeway approaches for the past two decades.

When AC Transit's predecessor — the Key System — switched from rail to all-bus transbay service in the late 1950s, the transportation department engineered an exclusive bus ramp connecting the Transbay Transit Terminal in San Francisco directly with the span.

Throughout the succeeding years, the state highway crews have continued to modify and improve that exclusive access.

Bonds represent painless
Method for saving money by
Regular payroll deductions

The safety and convenience of automatic deductions from paychecks for purchase of U.S. Savings Bonds will be stressed during a drive in May, according to Donn DesBoine, liaison for government affairs. Sometime during that month all employees will receive a payroll savings authorization card which will be filled out, signed, and returned — authorizes savings deductions from each paycheck. Employees wishing to save in this manner will specify on the authorization card the amount to be withheld from each check and the face value of E or H bonds to be purchased in their names.

Questions on payroll deductions for purchase of bonds may be addressed to DesBoine, EXT. 206.
Joe Galindo retires
As 36-year veteran
In bus maintenance

In speaking of his 36-year career, Joe Galindo is clearly proud of his ability to relate to the people he supervised when, after years of moving up through the ranks, he became a maintenance superintendent. Having, he said, done all the difficult and grubby jobs himself at one time or another since he first joined Key System as a cleaner at age 17, he was able to offer a sincere and supportive, “I know what you’re going through,” when dealing with one of his crew.

Galindo, who served as maintenance superintendent at Newark, then Richmond Division, is focusing his immediate efforts on recovering from the heart attacks which necessitated his disability retirement. “I just want to get well,” he says, describing the difficulty of gearing-down his activities to the level demanded by his doctors. Fortunately, since he is a skilled golfer (winner of 9 AC Transit trophies), that activity level does allow a little golf.

Working on his cars is another hobby awaiting greater attention when he’s feeling better. A ’55 Thunderbird fancier, he now owns one that he has restored and previously sold two others. He also owns a ’71 Opel GT and a ’73 Cadillac.

Galindo mentions with pride two events which highlighted his years of service. The

Divisions meet safety mark

Three divisions achieved the “safety bogey” in March while operators drove a cumulative total of 2,750,028 during the month. The “bogey” is 13,250 miles per chargeable accident.

Newark Division’s record was best, with operators driving 61,321 miles per mishap. Seminary Division registered 13,306 miles per accident; Emeryville Division, 13,296 miles.

Registering the most mileage during March was Seminary Division, whose operators drove 1,011,356 miles during the period.

Rail Museum sets open house

What’s old in public transit? Answering that question is the aim of the California Railway Museum, Rio Vista Junction, which is holding its annual open house May 5-6. Scheduled attractions during the week-end event include rides on restored electric trains, exhibits of historic rail-era artifacts, demonstrations of such old-time railroading skills as blacksmithing, a cavalcade of vintage rail vehicles, and a band concert.

Open house hours are 11 a.m. to 5 p.m., with admission of $1.50 for adults, $0.75 for children. The museum, which has abundant public parking, a picnic area, and also boasts the largest railroad bookstore in the west, can be reached via Highway 80, the Fairfield Exit, and Highway 12.

Joe Galindo retired from Key System on Sept. 1, 1978. The museum, which has been in operation since 1966, will be closed to the public May 5-6.

Passenger Trips

<table>
<thead>
<tr>
<th>Division</th>
<th>Feb. 1977</th>
<th>Feb. 1978</th>
<th>% Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>East Bay</td>
<td>3,300,342</td>
<td>3,133,308</td>
<td>5.4</td>
</tr>
<tr>
<td>Transbay</td>
<td>1,273,694</td>
<td>969,414</td>
<td>-20.7</td>
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<tr>
<td>Fremont/Newark</td>
<td>98,512</td>
<td>91,485</td>
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<tr>
<td>Contract Services</td>
<td>126,024</td>
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</tr>
<tr>
<td>Concord</td>
<td>50,113</td>
<td>47,807</td>
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<tr>
<td>Pleasant Hill</td>
<td>12,878</td>
<td>9,811</td>
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<tr>
<td>Moraga/Orinda</td>
<td>13,758</td>
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<tr>
<td>Pittsburg/Anchorage/Brentwood</td>
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<td>13,054</td>
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Fare Revenue

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<th>Feb. 1978</th>
<th>% Change</th>
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<tr>
<td>East Bay</td>
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<td>$1,290,695</td>
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<tr>
<td>Transbay</td>
<td>739,265</td>
<td>717,796</td>
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<td>Fremont/Newark</td>
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<td>116,765</td>
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<tr>
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<td>1,792</td>
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<td>Total</td>
<td>$1,841,605</td>
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Service Miles

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<th>Feb. 1978</th>
<th>% Change</th>
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<tr>
<td>Transbay</td>
<td>739,265</td>
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<td>Fremont/Newark</td>
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<td>Contract Services</td>
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<td>Moraga/Orinda</td>
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<td>Pittsburg/Anchorage/Brentwood</td>
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<td>Total</td>
<td>2,143,341</td>
<td>2,360,832</td>
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*Contract service to Pinole-Hercules-Rodeo-Crockett began Sept. 5, 1978. This service is extension of Line 78A; statistical data is included in East Bay.

**In Feb. 1978, fare collection on express buses was suspended by BART, which contracts with the District for this service. 
At a regular meeting March 14, the Board of Directors:
- Awarded contract for furnishing 17 automobiles, with option for 9 additional, to Moran Oldsmobile; contract for 3 vans and 2 pickup trucks to Nelson Chevrolet; and contract for 1 flatbed truck to Lloyd A. Wise, Inc., subject to evaluation as to compliance with specifications, on motion of Director Rinehart.
- Authorized General Manager to enter into agreement with Deloitte Haskins & Sells for consulting services on Phase 2 of the Long-Range Data Processing Plan, on motion of Director Rinehart.

At an adjourned regular meeting March 28, the Board of Directors:
- Awarded contract for furnishing coin counter/sorter machines with accessories to Brandt, Inc., on motion of Director Holmes.
- Rejected all responses to a proposal for furnishing a milling machine and authorized General Manager to negotiate on the open market for the item, on motion of Director Rinehart.
- Rejected low bid for furnishing 1 flatbed truck and awarded contract for the item to International Harvester Co., on motion of Director McDonnell.
- Adopted resolution authorizing filing of application with MTC for Transportation Development Act funds for fiscal year 1979-80, on motion of Director Bettencourt.
- Adopted resolution authorizing establishment of a deferred compensation plan, on motion of Director Bettencourt.
- Established dates for public meetings on Five-Year Transit Development Plan on April 17 in Hayward, April 18 in Richmond and April 25 in Oakland, on motion of Director Holmes.