MARCH, 1980

Transit-Times
ALAMEDA-CONTRA COSTA TRANSIT DISTRICT

Expanded facility serves customers better
Plan predicts “modest” growth

Modest expansion to better meet the needs of the East Bay’s commute-hour riders is forecasted by the District’s current Five Year Plan up-date.

For the Fiscal Year 1980-81, the draft plan projects additions to the fleet which would add more than 75 buses to the commute-hour service — significantly expanding capacity to handle trips to and from work and school.

Specific improvements detailed in the document include:

- A new “shuttle” circulating downtown Oakland, linking City Center with Jack London Square, the county offices at Lake Merritt, and with Kaiser Center and the business district.
- A new bus line via Coolidge Avenue, connecting the Oakland hills with BART/Fruitvale.
- A new line linking downtown Oakland and Alameda with the Oakland airport.
- Two new lines bringing bus stops even closer to many addresses in the Ashland area and the southern part of Hayward.
- Wheelchair lifts on all new buses.

Discount hours extended
For elderly/handicapped

Senior Citizens and handicapped persons will be able to ride at discounted fares during all hours of bus system operations beginning in mid-March.

District Directors approved expansion of the hours for discounted fares on all transbay and local East Bay bus lines after listening to citizen requests for the action at the February 27 board meeting.

The discounted fares for eligible riders have been allowable only during non-commute periods. Under the new program, riders with a Bay Region Transit Discount Card will pay a 10 cent discount fare rather than the regular 35 cent adult fare at all hours seven days a week.

Information campaign
Markets new Bay Pass

A marketing campaign which included distribution of about 13,000 brochures to commuters at the Transbay Terminal resulted in sale of more than 2,100 March Transbay Passes — the first to be issued.

This person-to-person information effort was carried out during a two-day period last month to assure the widest possible dissemination of information on the new Pass, which went on sale February 21. Initial introduction of the Transbay Pass was via on-coach advertising.

Sales of the Monthly Pass which provides unlimited rides on local East Bay routes rose to 4,100 last month. This passenger-convenience Pass was introduced last October.

Transbay Passes are sold at the Transbay Transit Terminal, San Francisco, at AC Transit’s Customer Services Center in downtown Oakland; or through mail order envelopes available from drivers. The local-routes Pass is available at Customer Services, by mail order, and at many Lucky and Safeway supermarkets.

Our Stockholders Write

I would like to commend Driver Roena Owens.

While she was driving in San Leandro, she stopped the bus, opened the doors and told two young men, both of whom were much bigger than she was, to get off.

She said, “You are lighting a fire back there, now get off my bus.” They were in the back seat.

They were reluctant to move, but she let them know that they had to get off, and they did. Incidentally, she had no men on the bus to back her up — only two older women and a young lady.

I hope you will let this young lady know how much we riders appreciate someone who will stand up for what is right.

Eva Lindquist
Oakland

I am writing to tell you about one of your drivers who is superlative — M. I. Henderson.

I have been on his bus when he was carrying a full load of first, second, third graders, and it is a pleasant ride. This man controls the enthusiasm of small children in such a kind way! He seems to respect their feelings as much as they respect him. It is a pleasure to watch the interaction between him and the children.

He is every bit as helpful to his adult passengers — not in the least put out by someone like me who didn’t know where she was going (only the general direction) the first time on his bus.

Jacqueline Green
Hayward

May I commend your driver, Eula Stevens, to management on the excellent way in which she handles her job. I am a daily rider on your buses (L Line) from Point Richmond to San Francisco, and this is not the easiest of clientele to deal with.

Yesterday two young men with aggressive manners were smoking on the bus. Most of the drivers are unwilling to say anything or enforce the rules. This woman spoke up so nicely and firmly that she was in charge, but with courtesy and helpfulness. A fine driver as well.

She deserves this letter.

Daniel Jensen
Richmond

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If your dream is to own a bus, here's the deal

Anyone interested in acquiring a bus or bus fleet will have the chance to buy one or several coaches when AC Transit auctions off seven surplus diesel buses in April.

Deadline for submitting bids for a bus, part of a fleet built in the late-fifties, is 3 p.m. April 24. They will be sold "as is" to the highest bidders.

Information on bidding and buying may be obtained by calling the Purchases and Stores Department, (415) 654-7878, EXT. 325 or 326.

Buses being sold are among those put into operation originally to replace Key System trains that once carried passengers across the Bay Bridge.

Wilson, Patterson deaths
Reduce ranks of retirees

Two deaths have been reported from among the ranks of retirees. Carl O. Wilson, 74, who retired in 1970 after 29 years of service, died March 3 in Oregon, where he had been making his home in the town of Independence.

Wilson's transit service began in 1941, when he joined AC Transit's predecessor organization. At the time of retirement, he was attached to Seminary Division.

Survivors include his widow, Alva; and three children: Carl, Jr., Richard, and Susan Augusta.

George H. Patterson, 82, who retired as an Emeryville Division driver in 1968 after 24 years of service, died February 15 in Redwood City.

His transit career began with Key System in 1944 when he went to work on the trains.

At the time of his retirement, it was noted that Patterson was a long-time motorcycle enthusiast, his interest in "bikes" having begun in 1912. He was also a ham radio operator.

Patterson is survived by two sons, William and Russel.

Engel, Hunt, Lorigo are retirees

Albert G. Engel's actual experience in serving public transit patrons goes even farther back than the nearly 40 years he completed as a bus driver. He remembers working on the Key System ferry boats Yerba Buena and San Leandro during the period before their phase-out following the 1936 opening of the Bay Bridge.

Al's job in those days was running the concession which sold newspapers, magazines, and snacks to ferry boat passengers.

His period as a driver — he was at Emeryville Division at the time of retirement — included a number of years that he enjoyed on the 42 Line run from Piedmont to Alameda Naval Air Station. His favorite suburban driving was in Concord, Engel says.

In retirement, he hopes to travel, but he also expects to accomplish some chores around the home in East Oakland that he shares with his sister and brother-in-law, Margaret and Fred Neubert.

On the streetcars
John Hunt, retired as a Richmond Division driver after 35 years of transit service, started out as a streetcar operator in 1944. With the phase-out of the electric cars a few years later, Hunt made the transition to buses, "working everything they had" in East Bay urban and transbay service for more than three decades.

Retirement for Hunt, a widower, means time for fishing and trips to favorite spots in Nevada with his son Johnathon, 18. His family also includes two other sons, Joseph and Johnny, Jr., who has completed college and will soon begin ministerial studies. Completing the family group are daughter Lynn, step-daughter Penelope, and five grandchildren.

Also keeping him busy in retirement, Hunt says, are chores in and around the home in San Pablo where he's lived for 11 years.

From trains to buses
After 34 years of service to AC Transit and its predecessor — beginning in 1945 when he began work as an oiler for the transbay train system — John V. Lorigo looks forward to a leisure life marked by time for travel, plus home, family, and neighborhood interests.

On the schedule for this spring is a trip to Florida, with stops in various southwest states to visit relatives. Also planned is a trip to Mexico to check out property in Acapulco that the Lorigos bought some years ago.

Lorigo's immediate family includes wife Katie and sons John, Jr., a teacher at Oakland's Tech High, and Anthony, a college student. There's also a grandson, Sean, 6.

With the end of the transbay trains, Lorigo was assigned to maintenance work on buses, starting "at the bottom" at Emeryville Division, but quickly moving up to mechanic. At retirement from that division, he was a Mechanic A.

The Lorigos have lived in their Alameda home for 18 years.
### FARE REVENUE-SERVICE MILES

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<th>Jan. 1980</th>
<th>Jan. 1979</th>
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<tr>
<td>Fare Revenue</td>
<td>$1,001,765</td>
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<tr>
<td>East Bay</td>
<td>$925,693</td>
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<tr>
<td>Transbay</td>
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<tr>
<td>Fremont/Newark</td>
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<td>Contract Services:</td>
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<tr>
<td>BART Express</td>
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<tr>
<td>Moraga/Orinda</td>
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<td>Brentwood</td>
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<td>Total</td>
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| Service Miles          |          |          |          |
| East Bay               | 1,391,235| 1,421,603| -2.2     |
| Transbay               | 798,713  | 808,607  | -1.2     |
| Fremont/Newark         | 154,122  | 135,620  | 13.6     |
| Contract Services:     |          |          |          |
| BART Express           | 215,854  | 197,976  | 8.9      |
| Concord                | 57,845   | 57,898   | -0.1     |
| Pleasant Hill          | 10,368   | 10,333   | 0.3      |
| Moraga/Orinda          | 27,789   | 25,867   | 7.4      |
| Pittsburg/Antioch      | 72,584   | 69,750   | 3.2      |
| Brentwood              | 34,594   | 34,364   | 0.6      |
| Total                  | 2,690,320| 2,692,528| -0.1     |

(1) 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.

### DISTRICT HIGHLIGHTS

| Passenger Service Began | October 1, 1960 |
| Number of Employees    | 2,150           |
| Number of Buses        | 817             |
| Service Area           | 40 Communities within a 620 square-mile area of urban and suburban Alameda and Contra Costa Counties. |
Actions of the Board

At an adjourned regular meeting February 27, the Board of Directors:

- Granted travel authority for two management representatives to attend the 1980 APTA Legislative Conference and the Transit Data Summaries Board of Governors meeting in Washington, D.C., March 10-11, on motion of Director Bettencourt.
- Granted travel authority for one management representative to attend the APTA Operations Committee Seminar in Memphis, Tenn., March 17-18, on motion of Director Bettencourt.
- Authorized amending contract with Deloitte, Haskins and Sells for installation of computerized management information system, on motion of Director Rinehart.
- Authorized extension of senior citizen/handicapped discount fare hours to include all hours of bus system operations, on motion of Director Fajans. (See story, Pg. 3)
- Authorized General Manager to solicit bids for equipment needed to maintain or improve current operations, with purchases to be made from the District’s “Restricted Fund”, on motion of Director Rinehart.
- Granted travel authority for one District representative to attend the APTA Risk Management Seminar in Denver March 24-25, on motion of Director Nakadegawa.
- Convened public meeting to allow citizen input on the Five-Year Plan Update for Fiscal 1981-85. (See story, Pg. 3)

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At an adjourned regular meeting March 19, the Board of Directors:

- Authorized General Manager to advertise and seek bids for purchase of office machines and equipment, on motion of Director Rinehart.
- Granted travel authority for one District representative to attend the APTA Risk Management Seminar in Denver March 24-25, on motion of Director Nakadegawa.
- Convened public meeting to allow citizen input on the Five-Year Plan Update for Fiscal 1981-85. (See story, Pg. 3)