Top three take Roadeo honors
This letter is to draw attention to Operator 327 (Lucius Lee, Jr.) for his exemplary conduct.

While on his bus, two juveniles boarded, shouting profanities, being generally rude and offensive to me and other passengers. Rather than ignoring the situation (for their own safety I can understand why a driver would simply tolerate trouble), the driver proceeded to the rear of the bus and verbally silenced the teenagers.

I greatly appreciated his personal interest in the safety and comfort of his passengers. I wish also to comment on his most pleasant welcome when not only I, but everyone, boarded his bus.

M. Perusina
Alameda

I have called your company many times to complain about the bus service or about a bus driver’s behavior. This time I am writing in praise of your bus driver on the 37 morning bus to Merritt College. The driver’s name is Walter Scott; he is polite and pleasant. His “No Smoking” requests are pleasant but positive and firm, and the result is always cooperation.

Several instructors and students at Merritt College suggested that someone write to AC Transit about Mr. Scott. I am writing because I do not own a car and have been riding buses for 20 years.

Again, I wish to mention what a great pleasure it is to ride with Mr. Walter Scott, and to point out that you should have more bus drivers like him.

Wilcia Moore
Berkeley

I would like to commend one of your driver’s ability during a potentially hazardous situation.

It was on Interstate 80 when the express bus from San Francisco to Berkeley via University had a tire blow out. We were in the far left hand lane when the tremendous explosion occurred. People were thrown about only a little (those standing); those seated were only jerked awake from their reveries.

The driver (H.B. Richardson) kept the bus in its lane, slowed down to a near stop (possibly to survey passenger damage), then made his way carefully across the crowded lanes to reach the right hand side of the freeway.

Please let it be known to this gentleman’s superiors that when the bus rolled to a halt, the passengers gave him a strong, well-deserved round of applause. To say the least, we were thankful for his firm hand on the wheel.

Thank you for employing the best.

Kristine Bybee
San Francisco

I’m a new resident of Oakland. I take mass transportation quite a lot. So I’m used to all different kinds of bus drivers, and I can tell you I’ve met some gems in my time, but there’s one bus driver here in Oakland that is “cream of the crop”. His name is Curtis Parker.

Every morning he greets you with a smile and a friendly “good morning”. He announces all stops and always is willing to help you. He’s just an excellent bus driver, plus a terrific human being.

Diane Scott
Oakland

Our 'Stockholders' Write

Check ends 20-year obligation

FINAL BOND —
General Manager Robert E. Nisbet
(right photo)
hands representative
final bond to Bank of America’s
Howard Prosser at
this month's bonds retirement luncheon. Among
speakers at the event was Alameda County Superior
Court Judge Robert K. Barber
(bottom photo), president of the
Board of Directors in 1960.

Luncheon ceremonies marking the
final payment on $16.5 million in AC Transit bonds issued 20 years ago were held September 2.

The bonds, approved Oct. 20, 1959, by
voters in the communities between El Cerrito on the north and Hayward on the south, enabled AC Transit to purchase Key System. They also provided funds for new equipment to launch AC Transit service on Oct. 1, 1960.

Representatives of Bank of America accepted the check for $1,410,038 from General Manager Robert E. Nisbet. The event, according to Board President William E. Berk, "marks an historical moment in public transit in the Bay Area."

The luncheon in Oakland was attended by many of the citizens and community leaders who had assisted in passage of the bond issue.

The original bonds were issued at the then-favorable average interest rate of 3.19932 percent. The $16.5 million raised was allocated by committing $7.5 million for Key System assets; $7.68 million for new buses; $360,000 for conversion of gasoline-powered equipment to diesel; and $1 million for one year's interest, miscellaneous capital expenditures and general expenses.

Directors set a property tax rate for the current fiscal year of 0.003 cents per $100 assessed valuation in Special Transit Service District 1 — the urban area between San Pablo and Hayward.

This rate was adopted August 27 to pay principal and interest on bonded indebtedness incurred by voters in 1959 to create AC Transit. The assessment enabled AC Transit to make final payment on the bond issue earlier this month.

This is the last assessment on property to be levied by the District — and the only one allowed Directors after passage of Proposition 13 in 1978.
MAINTENANCE SITE — AC Transit has purchased 11 acres in East Oakland to develop a central warehouse and maintenance facility. The property, located at East 14th St. and 105th Ave., is currently being used as a General Motors parts center.

AC Transit has purchased part of the General Motors Parts Facility in East Oakland for use as a central warehouse and maintenance facility.

The nearly 11 acres acquired on East 14th St. and 105th Ave., for $1.6 million includes a two-story office building and a 57,000 square-foot warehouse. Modest expansion is planned to better accommodate heavy maintenance work — overhauls of engines and transmissions and major electrical repair. This is presently being done at the crowded Emeryville facilities.

The move to develop and expand the maintenance and stores capabilities is aimed at improved efficiency as part of the Five-Year Plan.

The site was purchased after a year-long survey of potential locations throughout the urban East Bay, according to General Manager Robert E. Nisbet. Use of the site is expected to begin by the end of this year.

Four retirees and Emeryville operator meet deaths

The deaths of four retirees and a driver have been reported.

*Virginia R. Gamble,* 81, who was a clerk in accounting when she retired in 1965, died August 29 in Alameda. Her transit employment began in 1943.

A resident of Alameda, Mrs. Gamble is survived by a son, Edward Gamble; a daughter, Virginia Bower; three grandchildren and two great-grandchildren.

*Walter Bergman,* 56, who had completed 22 years as a driver when he retired from Seminary Division early this year, died at his Oakland home August 23. His transit employment began in 1958, a year after he moved to the mainland from his native Hawaii.

He is survived by his widow, Nola, and daughters, Wanda, Lynn, and Shelley.

*Howard Burch,* 49, a former driver at Emeryville Division, died July 18. Burch’s retirement came in 1977 after he had completed 11 years of service. His home was in Walnut Creek.

*Janet R. Wilkom,* 72, who retired in 1970 from a position as data processing clerk, died July 12 in Oakland, where she made her home. At the time of retirement, she had completed 24 years of transit service.

She is survived by a sister, Ann G. Sherlock.

*Eldridge A. Thibeaux,* 45, a driver at Emeryville Division, died July 23 in Oakland. He had completed 13 years of service.

Thibeaux is survived by his widow, Trinail, and three children — Andrea, Donna, and Eldridge, Jr. The family home is in Oakland.
What the Press was saying about transit

20 years ago

Saturday marks a new and hopefully better era in the history of transportation in Alameda and Contra Costa counties.

At one minute past Friday midnight, the Alameda-Contra Costa Transit District—to be called AC Transit for short—takes over the Key System.

The historic changeover ends 97 years of various private ownerships and types of transport ranging from horse cars to diesel buses.

Saturday will mark the first day that the public has ever owned and operated its own transportation system in Metropolitan Oakland. The voters passed the bond measure necessary to buy out Key System on the recognition that fast transit is vital to the area. They judged it a public service that must be maintained, despite its costly initiation.

But even though the public has provided the means, it also faces further responsibility. It must support this new service to its fullest extent. After all, the public has an investment to protect.

Oakland Tribune

10 years ago

Without AC Transit service, Eastbay auto traffic perhaps would be at a virtual standstill.

The disadvantages of extensive use of autos are well documented: They are an inefficient mover of people, poison the air with exhaust fumes, occupy land which otherwise could yield substantial tax revenues and make life hazardous for pedestrians.

An effective transportation network requires a large number of alternative modes of travel. Planners call it “a good transportation mix.”

AC Transit has provided a valuable balance to the transportation needs of the Eastbay.

Ten years ago this week AC Transit went into the local bus business, taking over a company that traced its corporate roots back to horsecar and steam passenger trains in Oakland.

Today, the people of the Eastbay have one of the most modern and well-managed bus systems in the nation, one that has become a model.

Good management has been a major reason. But the people of the Eastbay should receive most of the credit.

Oakland Tribune

Events, prizes mark anniversary

AC Transit lighted the 20th candle on its “birthday cake” Wednesday, October 1, with a series of anniversary activities and events for bus riders, District employees and the many East Bay residents and taxpayers who supported the system over two decades.

To mark the occasion, two buses inherited by AC Transit when voters elected to buy out Key System, the District’s predecessor, were restored to their original appearance—the green and orange colors which disappeared from East Bay streets two decades ago.

During the anniversary observances, these veteran buses operated again on many of the routes in the urban East Bay which they, and others of their vintage, once served regularly. Each carried graphic displays depicting the many and varied facets of today’s publicly-owned bus system.

Cake and Contest
AC Transit’s Board of Directors and District personnel planned to note the passing of this anniversary with a number of “in-house” events, including the cutting of a traditional “birthday” cake during a regular board meeting October 1 at District offices.

A highlight of the 20th anniversary activities is the “Thank You” sweepstakes, open to AC Transit riders and all others throughout the East Bay.

Grand prize winner in this sweepstakes will “win a bus for a day”—choosing any Saturday or Sunday from November, 1980, to June, 1981 — on which to take up to 44 friends on a free trip anywhere within the District’s operating area.

Second prize is one year’s worth of free Monthly Passes to 20 sweepstakes entrants. Twenty additional entrants will be awarded November, (1980), Monthly Passes as third prize.

Drawing of the winning entries in the sweepstakes will take place at a regular board meeting October 15.

“Since we can’t say thanks personally to everyone,” said William E. Berk, President of the Board of Directors, “we’ll offer these modest tokens of our sincerest appreciation and regard for our public.”

“Thanks to them, it’s been a great 20 years,” Berk added, noting that AC Transit began in 1960 by buying 237 new buses, bringing the fleet size to 612—enough to provide 45 million passenger trips that year. In the past year, with a fleet of 818 buses, AC Transit registered more than 70 million passenger trips.

On September 2, Directors joined community leaders and civic officials in retirement of the bonds which enabled AC Transit to go into operation October 1, 1960.

THE COVERS — Attempting to catch something of the spirit of 20 years of public service with a selection of pictures from among hundreds in the photo files results in a dilemma of choices—which to use, which to leave out. This two-cover spread represents photo choices made and the decision to cluster them within three groupings expressive of our issue theme. Thus, upper photos on the two covers represent aspects of the challenge that the System faces each day—passengers with widely varying transportation needs whose interests must be served as fairly and efficiently as possible. The middle grouping shows some of the equipment (including a long line-up of million-miler coaches) which, past and present, AC Transit has relied on to meet this challenge of service. The lower photos honor the work of hundreds of employees—drivers, maintenance specialists, supervisors, telephone information people, training and clerical personnel—whose contributions are vital to the functioning of the System.
20th Anniversary

AC Directors, General Manager reflect on past and future

A mixture of pride and prudent concern seasoned the remarks of AC Transit's General Manager and Directors as the System prepared to celebrate its 20th anniversary.

The basic goal of 20 years ago—summed up by Director (and APTA Chairman) John McDonnell as "providing better service with better equipment"—may still be the same as in 1960; but achieving that goal now, interviewees indicated, is fraught with complications that are new. These include continually-rising costs, controls imposed by acceptance of government funding, and societal changes which have significantly affected every aspect of doing business—from passenger attitudes to personnel administration.

"There is a question about our ability to continue to be the masters of our own fate," according to General Manager Robert E. Nisbet, referring to pressures and restrictions tied to funding from outside sources—funding made necessary to offset loss of local property tax money.

Referring to this problem as one of "funding and control", Director Jean A. Holmes noted, "We have much less control over our own destiny than we used to have while we still must be responsive and responsible to our passengers."

She mentions bus procurement as an example: how does a System meet strict funding-source requirements for capital equipment while also assuring that new buses meet the individual needs of the specific system?

Director Ray Rinehart also makes reference to basic goals and the changes within two decades which have made the path to meeting such goals more tortuous:

"Our goal is the same: to serve the public's best interests within our economic ability to do so," he says. "But now, for example, all buses must have lifts. The problem becomes how to serve this segment of the public without disrupting service to other riders."

Nisbet points to the requirement that at least one-third of operating costs come from the farebox as another example of complications arising from transit's contemporary funding/control dilemma.

"We recognize that our passengers should pay their fair share, but we must not lose sight of the fact that we are a public service. Strict adherence to an artificial level of farebox recovery can become self-defeating and should be looked at again at the federal and state levels."

The overall problem, Nisbet says, is that "the multiplicity of sources we look to for funding has become too cumbersome a maze, so we must work to simplify and unify these procedures, saving dollars by cutting through some of the red tape."

Relinquishment of local, direct control to state and federal funding sources is also a concern of William J. Bettencourt, who sees the matter in the light of AC Transit's ability to continue to maintain high standards of service. He notes the need also to encourage successful coordination of all transit properties to make public transit even more attractive to present and potential riders.

The System is better able to meet such contemporary challenges because of strengths developed, policies set, and decisions made over the past 20 years, a number of interviewees indicated.

Board President William E. Berk points with pride to AC Transit's expansion of service, consistent excellence in maintenance, and rallying of community cooperation and support in getting the transit job done.

Bettencourt believes the public was served well in the past by prudent use of local tax monies, when such still supported operations, and by "development of a modern and attractive fleet through yearly replenishment and high maintenance standards."

Rinehart is proud of the Board's action in establishing discount fares for senior citizens and then extending this benefit to peak hours.

A key strength, according to McDonnell, is that "AC Transit's management is probably one of the tops in the country and viewed as such from a national perspective."

Director Michael H. Fajans points to AC Transit's good scorecard for reliability and for fielding an effective service symbol (Continued on page 6)

SERVICE SYMBOL—Since the Key System logo was replaced by the new winged symbol (below, left) marking the public's ownership of a system whose roots reached back a century, policy-setting and decision-making have rested with a seven-member elected board and a General Manager. Today's Board members (below, left to right) are John McDonnell, Jean A. Holmes, Roy Nakadeegawa (Vice President), William E. Berk (President), Ray Rinehart, Michael H. Fajans, and William J. Bettencourt. Robert E. Nisbet (below, right) was an original employee of the District who has been General Manager since 1978.
Looking back and looking forward
(Continued from page 5)

Some present and future challenges, he feels, lie in the areas of funding, fare levels, bus procurement — "the hassle of getting a good bus" — personnel, and serving special needs passengers.

The personnel challenge, he explains, means "recognition of a changing labor force and changing laws to adhere to".

Handicapped access, Fajans continues, "represents a new concept for the transit industry; and AC Transit seems to be moving in a good direction in this area, working with the handicapped in the community and offering sensitivity training."

Several Directors referred to the challenge of serving suburban areas, which evolved from the proliferation and popularity of the automobile and whose streets were laid out for this mode of travel.

"It's a real problem to provide effective and efficient transportation there, but it's unrealistic in terms of cost and pollution for everyone in these areas to continue driving an automobile everywhere," Holmes says.

Referring to contract service areas, Nisbet sees a need for these communities to give serious consideration to annexing to the District:

"It is counterproductive and inefficient to have a proliferation of agencies in the two counties. On the other hand, we must assure the communities who join us that they will have a proper say in transit operations in their area." Board Vice President Roy Nakadegawa sees this problem in terms of politics and planning.

"Suburbia — low-density sprawl — is the most inefficient in terms of providing transit, yet many politicians and policy makers with planning and funding power live there. Voters should give attention to where their representatives live and if they are voting too much in terms of their suburban self-interest."

More emphasis on center city development, including "in-filling" within presently deteriorated core areas, would boost use of public transit, with accompanying benefits in energy conservation and pollution control, Nakadegawa feels.

"These are areas where public utilities and public conveniences, including transit service, are already in existence," he says; "with in-filling, existing transit would grow in ridership, even in off-peak hours when it presently isn't being fully utilized."

A variety of other challenges to be reckoned with in AC Transit's third decade and beyond were listed by interviewees. These include:

- Working with schools, police, and other community groups to increase public awareness of its ownership stake in transit, to reduce vandalism, and to assure passenger/driver safety.
- Spurring increased use of transit by such efforts as getting large employers to encourage transit use by employees and by making transit easier and more efficient to use by special bus lanes, pre-emptive signaling, and better land use planning.
- Cooperating with other transit systems toward the common goal of reducing private automobile use and broadening the public's choices within the public transit alternative.

As to the latter, Berk feels that two factors are acting to increase the pool of potential transit users:

"They're turning to transit because of the cost of gas and because they're simply getting more oriented toward the idea of public transportation."

Summing up, Nisbet says that striving to achieve all these aims in the face of such uncertainties ahead "will require the efforts of all of us to meet the challenges of the 1980's".

Les Minear approaches 50th service anniversary

"It was working graveyard shift in Central Dispatch," Les recalls, "and when the buses pulled out just after midnight (October 1, 1960), I just couldn't help staring out the window at that bright new sign on the side."

The photos show Les during two periods of his career — left, as a transportation supervisor; right, as assistant superintendent at the Transbay Terminal, displaying a bit of transit memorabilia.
Safety kudos precede Driver's retirement

Henry Deimler ended his long career as a driver with the added flourish of qualifying for his 30-year safe driving award. The third AC Transit driver (and the first from Richmond Division) to reach this safety milestone, Deimler looks back on 34 years of service, which began when he was assigned by Key System to operating streetcars. During his 30 years without a chargeable accident, the statistics show that he carried approximately 2,574,600 passengers over more than 1,234,000 miles of city streets.

As a transit veteran, he can laugh now at his trepidation back in 1946 at the thought of having to maneuver "that big long streetcar".

"Get up front, sit on that little stool, ring the bell, and away we go," he remembers his instructor telling him. He did so, but made the switch to driving buses about a year later.

Retirement, he says, offers the opportunity of spending more time with his daughters, Patricia Ann and Connie Marie, both of whom are employed in the financial field. His family also includes Sons-in-Law Thomas and Raymond, plus Granddaughters Jeanna Marie and Kristiana Ann.

Deimler’s home is in San Pablo.

New Health Plan offered

During an enrollment period which ended September 25, AC Transit employees signed up for a new health care program which stresses preventive medicine.

The Rockridge Health Care Plan offers fully comprehensive health benefits and enrollee use, if needed, of such local hospitals as Merritt and Children’s.

Members will receive most of their health care services at Rockridge Medical Center, 420-40th St., Oakland.

Granger takes Staff position

Pamela Granger brings to her new position as Project Coordinator a professional background gained during more than a decade of grants management experience in both the private and public sectors, including nine years with the City of Oakland.

An Oakland resident, Granger has a bachelor’s degree from UC Berkeley and a master’s in public administration from Cal State Hayward.
**New Employees**

Raquel Brown  
PBX Information  
Emeryville

Ivory Dorsey  
Transportation  
Emeryville

Richard Farr  
Transportation  
Emeryville

Nona Amey  
Maintenance  
Emeryville

John Arnett  
PBX Information  
Emeryville

Anthony Pree  
Transportation  
Emeryville

Tak Katayanagi, Jr.  
Maintenance  
Emeryville

Eric Harris  
Research & Planning  
General Office

Allison Jones  
Transportation  
Seminary

Leslie White  
Maintenance  
Seminary

David Yashari  
Research & Planning  
General Office

Sharon Zangari  
Transportation  
Emeryville

Nona Amey  
Maintenance  
Emeryville

John Arnett  
PBX Information  
Emeryville

Emeryville

Tak Katayanagi, Jr.  
Maintenance  
Emeryville

Eric Harris  
Research & Planning  
General Office

Allison Jones  
Transportation  
Seminary

Leslie White  
Maintenance  
Seminary

David Yashari  
Research & Planning  
General Office

Sharon Zangari  
Transportation  
Emeryville

**FOCUS: Transit People and Projects**

NEW BUS — Maintenance Manager Richard Bertz and Operator A.L. Meeks check out a new General Motors RTS II coach, which features a high-back driver's seat, wide-visibility windows and a rear-door wheelchair lift for the handicapped. Tested in late August, it will be back for additional inspection in November.

---

**FARE REVENUE-SERVICE MILES**

<table>
<thead>
<tr>
<th></th>
<th>June 1980</th>
<th>June 1979</th>
<th>% Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>East Bay</td>
<td>$903,822</td>
<td>$963,427</td>
<td>-6.2</td>
</tr>
<tr>
<td>Transbay</td>
<td>759,648</td>
<td>812,498</td>
<td>-6.6</td>
</tr>
<tr>
<td>Fremont/Newark</td>
<td>33,489</td>
<td>32,363</td>
<td>3.5</td>
</tr>
<tr>
<td>Contract Services (1)</td>
<td>65,834</td>
<td>56,141</td>
<td>17.3</td>
</tr>
<tr>
<td>BART Express</td>
<td>11,615</td>
<td>11,838</td>
<td>-1.9</td>
</tr>
<tr>
<td>Pleasant Hill</td>
<td>1,860</td>
<td>1,864</td>
<td>.3</td>
</tr>
<tr>
<td>Moraga/Orinda</td>
<td>6,444</td>
<td>4,719</td>
<td>36.6</td>
</tr>
<tr>
<td>Pittsburg/Antioch/Brentwood</td>
<td>4,962</td>
<td>4,083</td>
<td>21.5</td>
</tr>
<tr>
<td>Total</td>
<td>$1,787,474</td>
<td>$1,886,923</td>
<td>-5.3</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>East Bay</th>
<th>Transbay</th>
<th>Fremont/Newark</th>
</tr>
</thead>
<tbody>
<tr>
<td>Service Miles</td>
<td>1,316,721</td>
<td>716,024</td>
<td>160,303</td>
</tr>
<tr>
<td></td>
<td>1,301,396</td>
<td>692,323</td>
<td>130,712</td>
</tr>
<tr>
<td>(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.</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
At a regular meeting August 13, the Board of Directors:
- Authorized General Manager to solicit bids for copy machines, on motion of Director Bettencourt.
- Authorized General Manager to enter negotiations with owner of Latham Square Building toward possible purchase, subject to final approval by the Board; and to contract for engineer evaluation and initial environmental study in connection with proposed purchase of the property, on motion of Director McDonnell.

* * *

At an adjourned regular meeting August 27, the Board of Directors:
- Referred to management for evaluation bids received for furnishing printing paper products, on motion of Director Nakadegawa.
- Authorized travel of two management representatives to attend Regional Transit Training Center Seminar on Organizational Analysis September 14-17 in Salt Lake City.
- Authorized travel of two representatives to Seattle to study and evaluate procedures employed by Seattle Metro in utilization of part-time drivers, on motion of Director Rinehart.
- Authorized General Manager to solicit proposals for on-board survey to be conducted in District 2 in connection with Five-Year Plan Update and authorized contract with Crain and Associates for a project involving UMTA data requirements, on motion of Director Fajans.
- Adopted resolution endorsing transition plan related to federal requirements governing accessibility for the handicapped, on motion of Director Fajans.
- Adopted resolution establishing tax rate for Fiscal Year 1980-81 in Special Transit Service District 1, on motion of Director Rinehart. (See story, Pg. 3)
- Authorized General Manager to contribute $2,500 reward for arrest and conviction of assailant of Maintenance Business Agent for Amalgamated Transit Union Local 192 if evidence proves assault was job-related, on motion of Director Nakadegawa.
- Authorized sale of surplus automobiles, on motion of Director Bettencourt.