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ALAMEDA-CONTRA COSTA TRANSIT DISTRICT

Transit-Times

1920’s: Buses make East Bay debut
This was the first morning of the new, electronic farebox. People kept getting on with crinkled-up dollar bills. The driver would politely explain that they had to be flattened out for the machine to accept them. Some of the passengers would groan, sort of try, and then move to a seat, leaving him to diddle with the machine and the bill that wouldn't go. It was a very trying time for the driver (C.E. Childress); he was acting as driver, instructor, and public relations man for the District.

He really was responsible for keeping passengers cool when they easily could have become testy. Xerox this bus machine and the bill that wouldn't go. It had to be flattened out for the machine to offer in comparison to less attractive transportation facilities in other parts of the country.

I wanted to personally thank your operator Bill Gamlen on the Newark run, who is a fine, friendly and courteous kind of employee. I had only been off the bus for a couple of minutes when he found and called me. He handed me two items which I had left on my seat, and one of those items was irreplaceable and very precious to me. The other was my checkbook without which I would have been in real trouble so far away from home.

There are many more of your operators who have been very nice to me. Please thank them all.

Anna Rabkin
City Auditor
Berkeley

(Ed. Note: Line 8 offers a direct commute-hour link between downtown Berkeley and Grizzly Peak Boulevard, operating at 20-minute intervals.)

Public reviews planning document

Continued improvements and some modest expansion of East Bay bus service are possibilities forecast in the latest update of AC Transit’s Five-Year Plan, which was the subject for public discussion at an April 29 meeting.

Among the plan’s projections for Fiscal Year 1981-82 are implementation of a new fare structure for AC Transit buses, and several extensions: of Line 88 to connect BART/Oakland West and AMTRAK, of Line 33A Express service to Bay Farm Island in Alameda, and of some Line 43 trips to serve the Richmond Bulk Mail Facility.

Enhancement of service in the coming year will be aided, the plan indicates, by integration into the bus fleet of new coaches and by utilization of more sophisticated programs for passenger data collection and scheduling functions.

Fleet additions

Addition this year of 175 new Flyer buses will allow retirement of 91 older models, providing 874 buses with an average fleet age of 9.5 years. All new buses are wheelchair accessible, in keeping with District policy, which calls also for retrofitting of lifts on refurbished coaches.

The draft plan notes that new electronic fareboxes on some 250 buses will improve the District’s capability in collecting statistical data on passenger trips and bus usage. Such data will then be integrated into the planning process.

In development this year, the RUCUS (Run Cutting and Scheduling) computer program will go forward in 1981-82 toward the goal of streamlining the process of designing and adjusting bus schedules. Implementation of the RUCUS program will extend over a two-year period, and is expected to impact measurably on District operations.

The five-year program for upgrading AC Transit facilities to meet the most critical of existing needs will go forward next year, with projections for completion of Emeryville Division expansion, refurbishment of the recently-acquired site in East Oakland which will be used as a central maintenance/stores facility, and various other upgrading projects involving the other operating divisions.

Emphasis will continue to be placed in 1981-82, the draft plan indicates, on feasibility studies, equipment evaluation, and personnel training programs leading to improvements in service reliability, productivity, and passenger/driver safety. One technical study, for instance, will be aimed at developing a computerized vehicle locator system with significant both in the areas of data collection (passenger counts/schedule adherence/headways) and in speed of response to any onboard emergencies.

Driver training/retraining will, during the year, emphasize the full scope of skills technical, safety, passenger relations/conflict avoidance, and security. Also projected is a new stress management program to be developed in cooperation with the union.

Accessibility training

Initial training of drivers in use of the new handicapped accessibility equipment and in serving, with sensitive awareness, the needs of elderly/handicapped passengers has been completed, but informational outreach efforts will continue.

The Five-Year Plan outline also calls for AC Transit’s continued commitment to better serving regional transit users. The current year has seen development of a joint AC/S.F. MUNI Pass, and the draft document calls for further efforts toward an AC/MUNI/BART Pass.

Funding for the next five years, the plan explains, is based on allocations tied to a “committed level of service.” This level of service is expected to be achieved in 1981-82. Thus, the following (Continued on Page 5)
Latham Square relocations

Space needs bring departmental moves

Going up!
That's the trend within recent months among AC Transit departments whose need for working space has required moves to available space on upper floors of the Latham Square Building in downtown Oakland.

Personnel Department, needing to consolidate employees in one location and requiring space for some expanded activities which the previous 6th Floor site did not offer, now is located on the 12th Floor. This includes employment, health and welfare, labor relations, employee relations, and management training.

Marketing department, whose functions include publications (including Transit-Times), advertising, media relations, transit information, and customer relations, occupies quarters on the 11th Floor after vacating space on the 3rd Floor. The department's telephone information center, which moved to its 11th Floor locale in December, was previously at Emeryville Division.

The 10th Floor is now home for Research and Planning activities which previously occupied a site on the 2nd Floor. Staff members in this location are responsible for transportation planning, the elderly/handicapped access program, and coordination of contract services. The offices also house the District's general research library.

Legal Department, though remaining on the 6th Floor, is expanding a bit to provide needed room for its activities and personnel.

Personnel notes

Finance adds staff; senior planner named

One new appointment and a promotion have taken place within AC Transit management ranks in recent weeks. Ted Reynolds has been promoted to senior transportation planner, Research and Planning.

An AC Transit employee since 1958, Reynolds became a transportation planner in 1977 after years of service as a driver and dispatcher, during which he completed studies at San Francisco State for a degree in Urban Planning. He has since completed a UC Berkeley Extension program in urban/regional planning.

Since joining the department, Reynolds' assignments have centered around the Five-Year Plan, land-use policy and schedule adherence.

He and wife Jean are the parents of two college-age daughters, Cynthia and Stephanie.

One new staff member — Michael Quinn — has joined Finance Department. Quinn, general accounting supervisor, previously was internal audit manager of California Dental Service and accounting manager for that organization's subsidiary, DSPIC. Prior to that, he was senior auditor for Alexander Grant & Company in accounting positions with Price Waterhouse and Ross Stores, Inc.

His accounting degree was earned at USF, and he has since obtained his CPA license and completed graduate courses at Golden Gate University. Quinn is single and lives in Novato.

Stan Pearce Dies after Long career

S. O. Pearce, 62, AC Transit's superintendant of safety, died of a heart attack April 19 in Pollock Pines.

Pearce was a public transit veteran who started his career as a motor coach operator in 1946 after service in World War II. He had been training instructor, chief instructor, and manager of safety and training before becoming superintendent of safety in 1979.

His dedication to the safety and well being of passengers and drivers through thorough training of operators helped AC Transit achieve a notably low accident rate. During his tenure, traffic accidents and passenger injuries per 100,000 service miles declined while actual operating miles increased.

His supervision of the safe driving awards program made him a familiar face as he emceed presentations in divisional Gilley rooms throughout the District. He also was involved in the annual Bus Roadeo competition for drivers.

Pearce is survived by his wife, Helen; daughter, Diane; son, Randall; and stepson, Jerald Redding. The family home is in San Leandro.
Lewis brothers and J.C. Thomas retire

Anthony S. "Tony" Lewis completed 34 years of service before retirement, mostly as a driver at Emeryville Division but including periods as training instructor and transportation supervisor. Together, he and brother Stephen contributed an impressive total of 73 years to public transit.

Tony's transit career started in 1946 when he joined Key System at the suggestion of his brother. By that time he had completed four years of Army service, specializing in medic training and medical supply duty. Even before that were 1930's stints as sailmaker's apprentice, crewman on sail-powered Alaska fishing boats, and work/training with the Roosevelt administration's famed Civilian Conservation Corps.

As a driver, Tony worked a lot on Lines 40 and 50, became familiar to patrons of the Ashby-Dwight Way run, and also did transbay driving, mostly on Lines C and E. Though he's been suffering some health problems, Tony is looking forward to feeling fit enough to do some traveling, including a trip to sightsee and visit friends in Arkansas. Currently, though, he's staying close to home - a bachelor apartment in Oakland.

Other than during Army service, the Lewis brothers have lived close to their roots over the years: they are natives of Alameda. From sailmaker's helper to public transit pro - that's the path taken by Stephen J. Lewis, retired as a Seminary Division driver after 39 years of service.

Anthony S. "Tony" Lewis

Three take retirement

(Continued from page 6)

Three take retirement

(Continued from page 6)

pride his contributions to his craft during approximately 25 years as shop steward and the additional five-year period he served as Vice President/Business Agent for Division 192, Amalgamated Transit Union. While holding that position from 1969 to 1974, Thomas says he was instrumental in getting cost-of-living established; another breakthrough was getting tool allowances for maintenance workers in California public transit systems.

Like many mid-westerners in the late-thirties, Thomas came to the far west "looking for opportunity". In 1945, he joined Key System as a streetcar operator. Within a month, though, he had his foot on the bottom rung of the bus mechanic ladder, which he continued to climb during years of service.

The Thomas family (long-time residents of Castro Valley) includes four children - Beverly, Cliff, Roger and Brad - plus nearly a dozen grandchildren and three great-grandchildren.

Lewis brothers and J.C. Thomas retire

Stephen J. Lewis

Anthony S. Lewis

Take stock in America.

Savings Bond sign-ups start

May is U. S. Savings Bond sign-up month, with information on the payroll deduction plan going out to employees. Donn Desboine, coordinator for AC Transit, may be contacted for details, along with those in-house representatives: Berneil Thomas, general/executive offices; Cynthia Isom-Dorsey, transit information; Mary Ann Pollar and Bonnie Nichol, Division 2; Sam Carter and Bernice Pate, Division 3; Charlestea Brown, Division 4; and Eugene Costa, Division 6.

Two "golden oldie" Key-period coaches Donated to museum

California Railway Museum in Rio Vista recorded its first motor coach acquisition February 26 when the organization took possession of two vintage GMC coaches donated by AC Transit.

The two 48-passenger coaches, 1949 and 1958 models, were acquired by Key System Transit Lines, AC Transit's predecessor. The 1958 coach was one of a fleet put into service by Key System to fill the transportation gap when transbay train service was discontinued.

Though they now are part of the rail museum's historical collection, the buses are based, for the time being, in San Francisco. First official use by their new owners came April 3 when one of the "golden oldies" carried members across the Bay Bridge to a meeting in Berkeley. In time the organization hopes to use the coaches for museum-sponsored excursions between the Bay Area and the Rio Vista site for old-time transportation classics.

Divisional leadership Line-up is announced

With some re-assignments taking place at mid-month, the following lineup of divisional superintendents has been announced by Loren A. Ball, transportation manager.

L. L. McDonald is Newark's superintendent, supported by H. L. Jeffries, C. O. Sigler, and G. J. Mondragon.

T. E. Swanson is Seminary Division's superintendent, with J. E. Ross in the assistant superintendent slot.

T. E. Swanson

L. L. McDonald

W. T. Gauer

G. L. "Mo" Gross

J. E. Ross

E. L. Cota
Actions of the Board

At an adjourned regular meeting March 25, the Board of Directors:

- Referred to management for evaluation all bids received for furnishing service trucks, on motion of Director Rinehart.

- Scheduled public hearing May 13, 4 p.m., to consider Union City's petition for exclusion of specific territory from legal boundaries of Special Transit Service District 2, on motion of Director Bettencourt.

- Adopted resolutions authorizing filing of claims with Metropolitan Transportation Commission for allocation of Transportation Development Act funds for Fiscal 1981-82 and for state Transit Assistance Funds, on motions of Director Rinehart.

- Authorized General Manager to enter negotiations for potential transfer to Central Contra Costa Transit Authority of a portion of District-owned property on Highway 4, Concord, on motion of Director Rinehart.

- Authorized extension of contract with Arthur Young and Company for financial audit of District for Financial Year ending June 30, 1981, on motion of Director Rinehart.

- Endorsed participation in California Resources Rally, to be held throughout the state April 20-26, on motion of Director Fajans.

- Authorized three supervisory employees to attend Operations Supervisors Seminar in Denver May 17-22, on motion of Director Bettencourt.

- Approved minor re-route of Line 86, on motion of Director Fajans.

At a regular meeting April 8, the Board of Directors:

- Authorized General Manager to advertise and seek bids for purchase of a copy machine and awarded contract to S&C Motors for furnishing two trucks and to Bill Nelson Chevrolet for furnishing two trucks and a van, on motion of Director Bettencourt.

- Adopted Bus Shelter Evaluation Report, on motion of Director Fajans.

- Approved minor re-route of Line 86, on motion of Director Fajans.