EAST MEETS WEST
IN
THE MUNI CONNECTION

AVAILABLE AT THE TRANSBAY TERMINAL

First Two-System Pass goes on sale
Two-System Pass is introduced

Mid-August marked inter-system ceremonies and marketing efforts aimed at informing present and potential east-west bus passengers of the benefits and savings offered by the new AC Transit/San Francisco MUNI joint monthly pass. That’s the time when the September 1981 “Muni Connection” — one pass recognized by both AC Transit and MUNI operators — went on sale at the AC Transit ticket office in the Transbay Transit Terminal, San Francisco.

The two-system pass is the initial product of an ongoing Regional Transit Association study of programs to facilitate trips in which passengers utilize more than one of the six cooperating Bay Area public transportation organizations — AC Transit, MUNI, BART, Golden Gate Transit, SamTrans, and Santa Clara County Transit. Still under study by the RTA participants is a possible phase two follow-up in the form of a three-system pass: AC Transit/MUNI/BART.

Meantime, AC Transit’s passengers who regularly catch a MUNI coach at any location after reaching the western end of the transit connection are being urged to consider the cost and carefree-use aspects of the brand new pass. It’s good for a month of unlimited local rides on all AC Transit routes and on AC Transit coaches throughout the urban East Bay. Transbay commuters will be able to make a full month’s use of trips to and from the East Bay zone indicated on the face of their passes.

Besides convenience, the new “Muni Connection” costs less than passengers would pay to buy separate passes currently marketed by the two bus systems.

The present single pass prices are AC Transit transbay Zone 1, $36; Zone 2, $45; Zone 3, $54; while the MUNI “Fast Pass” sells for $16.

Equivalent costs in the form of the new “Muni Connection” amount to a $2 per-unit saving: AC Transit Zone 1 plus the MUNI “Fast Pass” sticker, $50; Zone 2 plus the sticker, $59; Zone 3 plus the sticker, $68.

Symbol will tell riders Where services connect

An important new symbol joins the more familiar transit signs presently in use in the Bay Area. The “Regional Transit Connection” “C” will be, for transit users, a new indicator of the places where inter-system connections are made. It’s one of the latest products of an on-going effort by the Regional Transit Association — a cooperative effort organized in early 1977 by AC Transit, BART, Golden Gate Transit, MUNI, Samtrans and Santa Clara County Transit.

The new symbol, and a program of consumer education campaigns explaining the ease of intersystem usage and transfers, were unveiled at an RTA news conference at the Transbay Transit Terminal August 20. The joint AC/MUNI monthly pass was another of the steps toward greater inter-system coordination unveiled at that event.
Use grows of new access devices

New accessibility devices that assist riders on and off AC Transit buses are being used several hundred times a day, according to a report delivered to the District's Directors.

The elevator-like passenger lift and the "kneeler" feature, which lowers the front steps of the bus several inches nearer the curb, are being requested by growing numbers of seniors and handicapped riders, says Research and Planning Manager Donald Larson.

Larson told District directors that a special survey conducted July 15th - five weeks after introduction of the new accessibility features - showed that a total of 423 riders requested the new assistance during that day.

Seventy-one wheelchairs were accommodated and 23 other riders with mobility problems, on walkers, crutches and the like, requested the elevator-type lift; a total of 329 patrons asked for and used the kneeling feature.

According to Larson, the results of the one-day survey are consistent with other information, including reports from drivers, about the use of the new devices to assist those riders with mobility impairments who either couldn't use buses before or could use the service only with difficulty.

"Increased awareness will result in even greater use of this new mobility option," Larson said, "and we're working to get the word to more potential users - particularly the shut-ins."

At present, the District has assigned buses with the accessibility devices to 31 of its 200 bus lines, thereby creating a network of accessible service in the urban East Bay, in Fremont and Newark, and in central and eastern Contra Costa County. A total of 175 vehicles in the 874-bus fleet are equipped with the devices.

Board options Hayward site
As possible transportation
Facility to ease space needs

An option to purchase some 17 acres in Hayward of the former Mack Trucks, Inc., facility located off West Winton Ave. in the Cabot and Forbes Industrial Park has been taken by AC Transit.

The move by the Board of Directors could result in establishing a bus yard which would house over 250 vehicles and involve an estimated 400 drivers.

Staff members were directed to proceed with appropriate property appraisals and initial environmental assessments.

Acquisition of the site would conform with AC Transit's Master Facility Study and long range plans.

The Hayward site could provide relief from crowded conditions at AC Transit's other four yards located in Newark, East Oakland, Emeryville and Richmond, according to the bus system's General Manager Robert E. Nisbet.

"We are operating at capacity on all of our yards at the present time. This is one way we would be able to ease the situation, improve efficiency and at the same time, make constructive steps toward meeting future demands for service," Nisbet said.

Concord land transfer

AC Transit has proposed transfer of 11 acres in Concord to the Central Contra Costa Transit Authority (CCCTA).

The District will retain about 4.7 acres in the area for current AC Transit operations and possible future efforts in central and eastern Contra Costa County and in eastern Alameda County.

The United States Department of Labor and the Urban Mass Transportation Administration (UMTA) have notified AC Transit that the transfer of the land will not affect current or future District grants.

The property is situated at the junction of Highway 4 and Port Chicago Highway.

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Kurz takes top honors
In skills competition Of AC Transit Roaddeo

Intensity was matched with high spirits as AC Transit drivers participated in the 1981 Bus Roaddeo at Golden Gate Fields in Albany, July 18.

When all the scorecards were in top honors went to Harry I. Kurz, of Newark Division. He received a $250 savings bond and a personal trophy, as well as winning the honor of representing AC Transit at the American Public Transit Association Bus Roaddeo in Chicago, Ill., Oct. 7.

Second Place, a personal trophy and a $200 savings bond went to William G. Gamlen, Newark Division.

Third Place was taken by Edward E. Cooper, Richmond Division, who received a $150 savings bond and personal trophy.

All three drivers will be competing in the Regional Transit Association Roaddeo Sept. 27, in Daly City.

Miller reaches safe-driving mark

Earned applause - Al D. Miller became AC Transit's thirty-eighth recipient of the 25-Year Safe Driving Award at a celebration held August 6 at Seminary Division. An operator since 1953, when he joined Emeryville Division, Miller received his first safety award a year later. A Boy Scout volunteer in the Oakland area for many years, Miller also enjoys bowling, fishing, hunting, tennis and travel. Some of Al and Iris Miller's four children and six grandchildren are shown with them here.
Krajcar looks toward leisure life

He laughingly says of his family name, "It has been misspelled and mispronounced in every conceivable way."

For John Krajcar (pronounced KRITE-sur), a sense of humor about name-mangling has helped him cope during his more than three-and-a-half decades in the purchases and stores field.

For better than 35 years, the six-foot-four Krajcar has been dealing with everything from paper clips to piston engines for AC Transit and its predecessor, Key System.

And throughout that time he has operated on a simple motto: "Get the job done the right way, the first time."

Reflecting back over his tenure, which began Feb. 11, 1946, when he left the U.S. Army as a supply sergeant and joined Key System as a storekeeper, Krajcar sees "increasing complexity as the single biggest change."

Krajcar points out that today there are complicated regulations and rules imposed by local, state and federal laws which require increasing amounts of time and effort on the part of all employees of public agencies.

"The regulations are so cumbersome," he says, "Federal and state intervention have made all our jobs much more complicated." But Krajcar is quick to point out he is not making value judgments about those regulations. "I am not saying they are bad. Just that they take more effort."

Along with the changing rules for purchasing and personnel has come a more complicated storage and maintenance problem. "In the final stages of National City Lines (Key System) we had one engine and two types of transmissions. There were no radios, passenger lifts, air conditioning systems, electronic fareboxes or electronic destination signs. Today we have six different manufacturers of buses alone and a whole variety of equipment."

Prices have definitely changed, too, Krajcar says. Buses at the time AC Transit took over from Key System "were at the $20,000 level. Today, the going price is between $160,000 and $165,000 each."

Krajcar wishes it were possible to return to the cost of fuel when he began his public transit career in the East Bay - eight cents per gallon for diesel. Recent fuel costs show 95 cents per gallon.

The son of Austrian immigrants, Krajcar moved with his family to Richmond when he was four years old.

"I plan to stay right there in that house in Castro Valley until they carry me out," he says with a grin.

Lyle closes varied 28-year career

With both the challenges and inevitable stresses of a busy and varied 28-year career behind him, Billy S. Lyle, former personnel manager, now has the pattern of his retirement life established. After exploratory trips to such possible retirement havens as Arizona and Nevada, Lyle chose Pismo Beach as home base.

Thus, he's either in-residence there in his motor home or has packed up and taken to the road for pleasure trips to any of a variety of favorite locations.

Besides enjoying the opportunity to indulge his inclination for travel, Lyle has taken up painting, and his Pismo Beach setting affords the challenge and pleasures of capturing sea and seaside vistas in the difficult medium of oils. He admits, though, that he hasn't gotten around to a couple of pastimes that he equipped himself for in retirement. For instance, he hasn't actually used the $200 in fishing equipment he bought, nor the treasure detector.

"I am very proud of your efforts and contributed greatly to an important experiment. I am very proud of your efforts and accomplishments..."

He subsequently became assistant superintendent, Seminary Division, then moved into personnel positions, assuming full responsibility for the personnel function in late 1978.

During his long tenure in transportation, Lyle was a resident of Alameda, having made the decision to settle in the Bay Area before World War II, during which he served four years in the Navy. His seagoing days ended when he was wounded in the sinking of the destroyer on which he was serving during the invasion of Leyte. Today his involvement with ships is considerably more peaceful - he builds ship models as a creative alternative to painting.

Looking rested and hearty, Lyle appears to be thriving in the newly-established patterns of leisure life. The option of being on-the-road or home-at-the-beach seems to agree with him.

Billy S. Lyle
AC Transit Operator Homer Riley 
Lends aid in Berkeley fire rescue

The Berkeley Fire Department marks it “Incident No. 3137.”

A crisp description outlines the event: 

For AC Transit Bus Driver Homer Riley, however, that early June afternoon was something more than cold facts.

“I was coming down Dwight Way on the 65 Line when I saw smoke billowing out the front door of this house,” Riley says.

After pulling his bus to the side of the street and notifying Central Dispatch, Riley approached a group of bystanders on the front lawn and was astonished to find out there were people still inside the burning building.

“There were several people standing around outside watching and I thought to myself, ‘Here I am, and nobody’s doing anything.’”

Riley dashed up the steps and into the house, pushing his way through the acrid aroma of the smoke swirling around him.

“I was coming down Dwight Way on the 65 Line when I saw smoke billowing out the front door of this house,” Riley says.

Inside he discovered an elderly woman whose physical problems required her to use a walker.

Second rescue

After pulling the first woman from the house, Riley returned to help lead a second woman to safety. He then ran to the house next door and picked up a garden hose to try and control the flames.

Berkeley police officers arrived on the scene as Riley discovered an additional horrifying fact: another person was still in the burning building.

“Someone said there was another guy in the back room,” Riley says. “I told a police officer and we went in the back and got him.”

Riley is reluctant to claim his heroics were anything extraordinary. “I don’t think it was all that much,” he says. “I didn’t do it for any purpose other than to help the people. It looked like they needed it, so I just did it.”

Riley, who has been with AC Transit since Aug. 26, 1960, says any initial fear he had was overcome by his concern for those inside the building. “When I got to the steps I was scared, but I thought about my own wife and kid. They could have been in there.”

Newark tops safety tally

June’s safe-driving figures showed Newark Division drivers in the top spot, with an average of 22,127 miles per chargeable accident. However, all divisions met the basic goal of 13,250 miles of driving per mishap: Emeryville, averaging 17,140 miles; Seminary, 15,598 miles; and Richmond, 14,852 miles.

FOCUS: Transit People and Projects

RACKING THEM UP — AC Transit maintenance worker Kevin Frye installs one of the first new information holders to be put on District buses. The racks will provide route maps, schedules and a new rider newsletter, “Lines,” for interested patrons.

LAST STICK SHIFT — Operator Chris Radkey was at the wheel July 10 for the last transbay run of Bus 178 prior to its retirement from active service. The trip marked the end of AC Transit’s use of coaches with manual type transmissions.
Rider, operator safety
Is aim of experimental
New bus security “eye”

In early August AC Transit maintenance workers installed 50 new informational “Guide-A-Ride” signs on Oakland Downtown Shuttle bus poles.

Commute-hour users of the Oakland Downtown Shuttle got improved service starting August 3. Peak hour buses increased their frequency to 20-minute intervals Monday through Friday. Previous peak hour service was half-hourly.

Between 10 a.m. and 5 p.m., buses continue to operate as previously at 10-minute frequencies.

For convenience of shuttle users, detailed route and schedule information has been placed on bus stop poles in a new marketing effort to provide “how-to-ride” information. The colorful information panels are being tried with experimental holders to determine customer response, durability, and effectiveness of communication of information.

The special shuttle service in Oakland was launched Nov. 24, 1980, and currently carries more than 1,000 persons each weekday.

Death claims long-time AC Transit employee and two retirees

Deaths of two retirees and a long-time employee have occurred this summer. Kenneth T. Shinpaugh, 74, whose 28 years of service as a driver concluded with retirement in 1974, died July 4 in Hayward. He had joined AC Transit’s predecessor organization in 1945, and was an Emeryville Division driver at the close of his career.

A resident of San Jose, Shinpaugh is survived by his widow, Alice; two stepchildren, Patricia Quinley and Evelyn Grace; parents, Bertha and James; and a brother, Joseph, an AC Transit employee at Seminary Division. In retirement, Rice was living in Clearlake Highlands.

James S. Rice, 59, whose disability retirement occurred in 1979 after he had completed 15 years as a driver, died July 17 in Hayward. His last period as a driver was at Newark Division.

Rice’s survivors include his widow, Alice; two stepchildren, Patricia Quinley and Evelyn Grace; parents, Bertha and James; and a brother, Joseph, an AC Transit employee at Seminary Division.

In retirement, Rice was living in Clearlake Highlands.

Theresa Naomi Konrad, who was assigned to the Transbay Terminal Ticket Office as chief ticket seller, died June 23 at her home in Oakland. Her service to transit spanned 28 years, dating from 1953.

She is survived by a daughter, Yvonne Callaway.

Rider, operator safety
Is aim of experimental
New bus security “eye”

EXPERIMENTAL EYE—Computer Technician William N. “Bill” Scoggins inspects new surveillance equipment which was installed on an AC Transit bus in late July. The prototype camera differs from other AC Transit surveillance cameras in its use of television tape, instead of motion picture film. The District is testing the device, which is manufactured by Photo-Scan Management Systems, Inc.

Board Actions
(Continued from back cover)

• Authorized General Manager to advertise and solicit bids for purchase of 915 automatic transfer ticket issuing machines, subject to UMTA approval, on motion of Director Fajans.
• Adopted resolutions authorizing filing for Department of Transportation operating assistance grants, on motions of Director Bettencourt.

At an adjourned regular meeting July 22, the Board of Directors:
• Adopted resolution authorizing filing of allocation with Metropolitan Transportation Commission for state transit assistance funds for land acquisition in connection with relocation and redevelopment of Newark Division, on motion of Director Fajans.
• Adopted resolution establishing appropriations limit for District tax proceeds for Fiscal Year 1981-82, on motion of Director Rinehart.
At a regular meeting June 10, the Board of Directors:

- Authorized travel of General Manager to attend APTA GM's Seminar in Denver July 27-29; authorized General Manager to participate with Regional Transit Association in joint procurement of brake drums, on motion of Director Bettencourt.
- Referred bid for furnishing copy machine to management for evaluation, on motion of Director Rinehart.
- Awarded contract to repair and service underground diesel fuel tanks to D.J. Chadbourne, subject to compliance with specifications, on motion of Director Rinehart.
- Approved a series of service adjustments for inauguration June 7, on motion of Director Fajans.
- Adopted resolutions specifying policies and procedures in regard to criminal histories of individuals as they relate to the personnel recruitment/selection/records keeping process, on motion of Director Bettencourt.

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

- Authorized travel of two representatives to APTA Workshop on Human Resources, held July 29-30 in Denver; awarded contract to IBM for furnishing one copy machine; authorized General Manager to advertise and seek bids for purchase of maintenance tools and equipment, on motion of Director Fajans.
- Authorized General Manager to sign agreement transferring specified property on Highway 4 to Central Contra Costa Transit Authority, on motion of Director Berk (see story, pg. 4).
- Authorized General Manager to enter into option agreement for purchase of as much as 17 acres of property in Hayward, subject to all required environmental and appraisal reports, plus relevant permits, on motion of Director Berk (see story, pg. 4).
- Approved a series of minor adjustments, on motion of Director Fajans.
- Authorized purchase of 60 Advanced Design and at least 12 New Look coaches, on motion of Director Fajans.

(Continued on page 11)