We, at Disabled Student Services CSU Hayward, would like to extend our appreciation and commendation to you for your efforts to make the AC Transit accessible. During the first week that the wheelchair lift buses were operating, three new disabled students came to Cal State Hayward. Since that time, several other new and potential students have used the accessible buses to come here. It is tremendously encouraging to us when individuals are provided with the opportunity to become more independent and attain goals which often have been inaccessible to them.

Transportation is a major obstacle to a productive and enriched life for many disabled individuals. Through the accessible AC Transit, you have provided an important contribution to many individuals throughout the East Bay community. Again, our thanks and appreciation.

Paul M. Preston, Director
Disabled Student Services
California State University
Hayward

This letter is being written to show my appreciation for the very efficient bus driver (L. D. Morrow) that was on the 72C recently. He picked me up at 45th & Potrero Ave., Richmond, around 6:15 a.m. enroute to Oakland. (I've had the pleasure to ride with this driver on several occasions).

I've been a passenger on the 72C bus for years and this driver is the best! He's considerate of all passengers. He has a smile, a good morning, a pleasant thank you and goodbye for each passenger. He aids the handicapped, women with children, calls out all the stops and waits for you if he sees you coming toward the bus stop. If I had a contest, he'd be elected "Driver of the Year".

Anita Johnson
Richmond

I ride the Foothill Boulevard buses. Most of the time they stink from people smoking both tobacco and marijuana; sometimes there are two or three radios going, and they make a lot of noise.

Recently I have had occasion to be on a bus when the driver took charge — to stop the smoking and the music — and it makes for a more pleasant ride. One is named Don Frierson and the other is Paul DeLoache.

These men deserve a little pat on the back.

C. B. Carpenter
Oakland

(Ed. Note: Enforcing the rules regarding radios and smoking, without jeopardizing their own or their riders' security, is a continuing challenge to our drivers.)

Event notes inter-system network

SIGNS OF NEW TIMES — A joint AC Transit/San Francisco MUNI pass (Directors Roy Nakagawa, William Berk and Michael Fajans, above, display model) led off a series of inter-system efforts unveiled at the Transbay Transit Terminal last month. New Regional Transit Connection signs and maps served to illustrate the new system of regional rider information tools explained to news media by Regional Transit Association chairman James Graebner (at podium, bottom left). Participating systems are AC Transit, BART, CALTRANS, Golden Gate Transit, S.F. MUNI Railway, SamTrans and Santa Clara County Transit. On hand to applaud the RTA program were (below, right) William Royer, regional representative of the U.S. Secretary of Transportation.
Figures show status of Pass sales

A total of 1,050 riders who regularly use both AC Transit and San Francisco MUNI service purchased new joint passes entitling them to a month's "show and go" service on the two systems.

The East Bay/West Bay pass, which went on sale at the Transbay Terminal Ticket office August 24, grew out of continuing efforts by the six major Bay Area transit organizations to improve inter-system service coordination. These cooperative efforts are carried out through the Regional Transit Association, comprised of AC, MUNI, BART, Golden Gate, SamTrans, and Santa Clara County Transit.

First-month sales of the joint pass represented more than 1/3 of the available market as identified in an earlier survey which indicated that approximately 3,000 passengers regularly transfer from one system to the other at the Transbay Terminal.

Studies continue among RTA participants toward the goal of a three-system pass: AC/MUNI/BART.

Meantime, figures for AC Transit's monthly passes show that this year's "summer doldrums" period - July-August, when schools are out and many regular bus users take vacation-breaks - registered an increase in total local and transbay pass sales over the same time period last year.

A total of 19,931 Local and Transbay Passes were sold during July-August this year as compared to 17,258 Passes sold during the same two-month period last year.

The breakdown of Pass sales shows that 11,620 Local Passes and 8,311 Transbay Passes were purchased by AC Transit patrons in the July-August period just past. Last year's equivalent period registered Local Pass sales of 9,269 and Transbay Pass sales of 7,989.

System files applications
For financial aid grants
To support present service

AC Transit is applying for $12.3 million in Federal operating assistance to support existing bus service throughout the East Bay and in Eastern Contra Costa county.

In compliance with federal requirements, the Board of Directors held a public hearing prior to filing the grant applications. The August 26 hearing provided opportunity for citizens to address Directors on the funding request.

Of the two grant applications to the Urban Mass Transportation Administration (UMTA), one calls for $11,917,713 in federal help for bus operations in the urban East Bay. The second requests $380,112 for assistance in providing service to residents of the Antioch/Pittsburg urban area.

Meanwhile, UMTA recently notified the District of approval of an earlier application for a capital grant to provide 80% of the funds necessary for purchase of 131 buses and related equipment.

Total UMTA commitment for this capital acquisition is $16,900,332, covering part of the cost of about 91 forty-foot coaches and some 40 thirty-five-foot coaches. Support equipment in the purchase package includes wheelchair access equipment, electronic fareboxes, radios, and necessary service/support vehicles.

Passengers who purchase an October AC/MUNI joint pass will be asked to complete a ridership survey form which, when finished and returned via a postage-paid mailer, will garner the participant a coupon good for a dollar discount on the price of a November joint pass.

Sponsored by the two bus systems and Metropolitan Transportation Commission, the survey seeks information on bus usage patterns, previous use of passes, preferred method of payment and most convenient place of purchase, plus basic demographic data. Purpose of the poll is to determine how well the new two-system pass meets passenger needs.

Curry takes volunteer post

Mike Curry, AC Transit's public information specialist, has been elected to the Alameda County Board of Directors of the American Cancer Society. He was installed at the organization's annual awards dinner in Oakland September 17.

Curry previously served on the Board of Directors in 1974-75 and has been on the Cancer Society's Public Information Committee since 1973. A former reporter and secondary school teacher/coach, he joined AC Transit's Public Information Department in 1972 as news writer. He assumed his current position within the re-designated Marketing Department in 1979.
Retiree's 34-year job began in 1910

May Souza's manner still bears more than a trace of the well organized, meticulous professional office worker even though she's into her nineties and has been retired since 1944. She is, in fact, the longest-term retiree on AC Transit's current rolls, which include all those, like May, whose service was with predecessor organizations.

May's retirement amidst World War II - she had begun work in 1910 with an Oakland company which operated streetcars - ended her 34-year career as a skilled secretary.

Her business background shines through, through, in the set of careful notes which she has compiled in advance as reference in answering questions about her working years. Hints of it lie within her description of her current schedule: orderly and balanced, with time allotted for pursuits like TV viewing and reading (her current selection is a large-type edition of a Daphne duMaurier novel, but she likes travel books too) and other time devoted to socializing at meals and events within and outside the Oakland retirement complex where she has lived since 1965.

Still a volunteer

But an offhand reference offers an even stronger clue that the sturdy constitution and sense of service that fueled her working years - a 34-year tenure in which, she asserts, she was never absent from work because of illness - continues to bless her nonagenarian decade. She is still, she mentions, a community volunteer, whom the Lung Association of Alameda County noted a couple of years ago for stuffing a total of 33,000 Christmas seals into mailing envelopes for the annual fund drive! Other community work over the years has aided organizations like the Red Cross and the Easter Seal Society.

Back in 1910, fresh out of Heald's Business College after having mastered skills including three separate methods of shorthand, May was lured away from her original goal of court reporting by an opportunity to work as a stenographer for Oakland Tram Company (later San Francisco-Oakland Terminal Railways). The offices were at Grove and 22nd Street. The era was one of the most colorful in the history of East Bay Transportation - that of Frances Marion "Borax" Smith, whose dream of a consolidated transportation system to fuel an East Bay development boom died in 1913 amidst organizational collapse and bankruptcy.

The work ethic

But May was too busy working a six-day week and moving up the ladder within the office worker ranks - she was secretary to the controller at the time of her 1944 retirement - to be much aware that she was living through a significant era in area transportation. Besides working, after all, she managed a large home which fronted on Lake Merritt. This left her with little leisure time, except for occasional Sunday matinees of the old Liberty Theater on Broadway near 14th.

She's quick to mention that her late husband's working years were spent in an allied area of service. John Souza was licensed to operate Southern Pacific ferries. These colorful craft carried transbay travelers long before (and for a period after) the 1936 opening of the Bay Bridge offered, first, the option of crossing by car, then, later, by train.

Still likes lake view

(Continued from page 6)

The lake that she used to view from her front porch is still visible to May today from her third-floor retirement apartment. But today as she looks out she notes the hordes of shorts-clad joggers - a much different sight than the welldressed, unhurried strollers of the 20's.

Far from living in the past, however, May obviously finds rewards in her present life. And the Lung Association is enlisting her aid again in this year's fund-raising effort!

Employees with 30 or more years of service who have chosen to retire in recent months include:

- John Donohue, Driver, Emeryville Division, 34 years.
- Alfred Weir, Driver, Emeryville Division, 35 years.
- Manual Garcia, Driver, Seminary Division, 37 years.
- Ralph Inklebarger, Driver, Seminary Division, 35 years.
- David Overton, Driver, Emeryville Division, 34 years.
- Robert Copes, Driver, Seminary Division, 34 years.
- Michael Rallis, Driver, Seminary Division, 37 years.
- Margaret Bellinger, Driver, Emeryville Division, 30 years.

Entering the ranks of retirees after completing from 25 to 29 years of service to public transportation were the following:

- Prince James, Driver, Seminary Division, 27 years.
- Virginia Garcia, Senior Clerk, Seminary Division, 29 years.
- Billy McChlilin, Driver, Newark Division, 29 years.
- R. W. Umble, Central Dispatcher, 29 years.
- Hubert Robertson, Driver, Seminary Division, 26 years.

In addition, the following AC Transit employees closed out their transit careers with periods of service ranging from 10 to 24 years:

- Jesse McGowan, Driver, Richmond Division, 24 years.
- Robert Carpenter, Driver, Newark Division, 19 years.
- Antonio Toste, Driver, Seminary Division, 20 years.
- Donald Wilson, Driver, Emeryville Division, 13 years.
- Nicholas Bara, Driver, Emeryville Division, 17 years.
- Charlie Thomas, Driver, Emeryville Division, 10 years.
- Kenneth Miller, Driver, Richmond Division, 18 years.
- Johnnie Thompson, Driver, Newark Division, 18 years.
- Joe Turegano, Sr., Driver, Emeryville Division, 19 years.
- Donald Chipman, Driver, Newark Division, 15 years.
- Harlan Grap, Driver, Newark Division, 24 years.
- Robert Freeman, Driver, Emeryville Division, 18 years.
- Richard Jerome, Leadman, Newark Division, 20 years.
- James Tracey, Transportation Supervisor, 20 years.
- Oscar Beacham, Driver, Emeryville Division, 21 years.
- Albert Brand, Driver, Seminary Division, 21 years.
- Julius Watson, PBX Information, 14 years.
- Russell Lyall, Driver, Emeryville Division, 11 years.
- Guy Foster, Driver, Emeryville Division, 21 years.
- Milton Stubbs, Driver, Newark Division, 19 years.
- James Lake, Driver, Newark Division, 11 years.
- Charles South, Driver, Seminary Division, 20 years.

(more next issue)
Transit connections

Inter-system patronage encouraged

Promoting non-peak-hour transit use is the aim of a public information campaign launched this month by AC Transit and the five other member organizations of the Regional Transit Association. Main features of the ridership promotional effort — primarily paid for through state and federal funding assistance — are a newspaper/radio ad campaign and a "Mystery Rider" contest for transit employees who deal on a day-to-day basis with current and potential passengers.

"Make the connection" is the theme of the ad campaign aimed at showing potential riders the economy and convenience of taking transit to popular theme parks, sports events, museums, and other attractions. It marks the first time that the Bay Area's major public transit systems — AC, S.F. MUNI, BART, Golden Gate Transit, SamTrans, and Santa Clara County Transit — have used a single graphic symbol (a "C" with the words "Regional Transit Connection") to publicize connection points between the individual systems.

Among the helpful informational pieces being distributed in the campaign is a colorful, easy-to-read map showing key transit lines and inter-system connection points. AC Transit employees and their counterparts at other RTA organizations are being encouraged to use this map and other materials to increase their familiarity with these connection points with an eye toward answering passenger queries and also to winning in the "Mystery Rider" contest. This consists of a team of anonymous questioners asking transit workers at random a simple question about making a basic inter-system transfer. A correct answer produces an instant prize winner.

Total effort is aimed at informing potential passengers that riding transit at off-peak — non-commute — times is a fast, inexpensive alternative to intercity car trips and a worry-free way to reach the popular fun and recreational attractions throughout the Bay Area.

Kurz, Gamlen and Cooper Vie again in RTA Roadeo

AC Transit's top three drivers, chosen during July's Bus Roadeo in Albany, competed for additional trophies and honors at a second-round Regional Transit Association event September 27 in Daly City.

AC Transit's contenders — Harry Kurz and William Gamlen, both of Newark Division; and Edward Cooper, Richmond Division, who placed first, second, and third, respectively, in the summer Roadeo — were scheduled to take the field this session against drivers from four other Bay Area transit organizations and one Sacramento system. An added event was a skills contest among training instructors. AC Transit's entries in this category were Carl Kissinger and Cletus Benson.

Kurz is scheduled to compete in the national Roadeo, sponsored by American Public Transit Association, October 7 in Chicago.

NEW BUS SHOWN — Gillig Corporation of Hayward displayed a new shorter-length bus September 21 at Emeryville Division. The shorter model, which seats 32 passengers, measures 30 feet, 9 inches as compared to the more conventional 40-foot coaches commonly seen on the streets. It is the third shorter-length coach produced by Gillig.

Youth employment project

Allies System, community

JOBS PLAN — Robert J. Shamoon (upper right photo), assistant general manager for operations, reviews proposal to employ previously jobless young people with Tony Dryver, left, and Vernon Lewis, members of an Oakland youth group. The program grew out of Oakland's Community Values project. Craig Burns and A.C. Owens (left and right in above photo) are two of the ten who have so far been hired. They are assigned to Newark Division; and, according to Wayne West, maintenance superintendent, "are doing an excellent job."

Transportation retirees die — Guiles, Oates and Perdue

Deaths of three retirees have been reported in recent weeks.

Otha Guiles, 62, who retired in 1978 after 22 years of service as a PBX information clerk, died on September 1 in Oakland. At her retirement a comic trophy — decorated with the type of headset in use when she began work at Emeryville Division in 1956 — was given her by fellow workers, marking her tenure in answering the public's questions about transit schedules and connections. During these years, she said at the time, she developed a particular "understanding of children and the very elderly".

She is survived by her husband, Chester.

James B. Oates, 82, who retired as a driver at Seminary Division in 1964, died August 26 in Fresno. His 41 years of service to public transportation dated from 1923 when he began work as a streetcar operator. He began driving buses in 1929.

Survivors include his widow, Ann; a daughter, Patricia Carpenter; and a grandson, James R. Carpenter.

James O. Perdue, 78, a retiree whose 20 years of service as a driver was highlighted by his receipt, in 1965, of the District's "Golden Wheel" award for distinguished service, died July 28 in Oakland. He had been at Seminary Division at the time of retirement in late 1965, having begun his transit career as a rail operator in 1945. He began driving buses in 1948 and spent 15 years on the 23rd Avenue Line.

He was also a minister.

Perdue is survived by a son, James E. Perdue.
Elliott achieves 30-year safety record

THREE DECADE MARK—Worth E. “Bill” Elliott received accolades for his 30 years of safe driving at special ceremonies August 31 at Seminary Division. Elliott says the necessary ingredients for achieving the distinguished record are “being on the defensive all the time, but not overly-anticipating the other guy.” Elliott is the fifth AC Transit driver to receive the 30-Year Safe Driving Award. Wife Barbara was on hand to help with the cake-cutting.

NY requests E/H access data

In an August 13 letter to AC Transit, Ruth W. Messinger, a New York City Council Member and Chairperson of the Council’s subcommittee for transportation for disabled persons, offered congratulations and praise for “the efforts AC Transit has made to make mass transit accessible to physically handicapped people.”

She requested data on ridership and copies of the accessibility program’s theme poster — “Some people have been waiting for the bus all their lives” — for the purpose of showing “members of New York City’s Transit Authority some of the efforts being made by other transit authorities”.

She concluded by saying, “AC Transit is making great strides in helping meet the needs of disabled persons, and I am hopeful that I can learn from your efforts.”

Purchasing Appointment

Carmen Lagomarsino

Carmen Lagomarsino, who joined the Personnel Department in late 1979, is now carrying out duties as purchasing analyst — the position in Purchases and Stores Department which she assumed earlier this year. Her experience in purchasing management was gained during a previous seven-year tenure with the Pacific Stock Exchange.

She is a resident of Foster City.

40-year milestone

ANNIVERSARY PLUS—William J. “Bill” Santos gets ready to cut the congratulatory cake given to mark his 40 years in the Maintenance Department. Now tops on the department’s seniority list, Santos began work on Aug. 19, 1941, and is currently classified as “AA Body Mechanic.” About 20 fellow workers joined together to extend best wishes at the surprise celebration at Seminary Division.
**Actions of the Board**

At a regular meeting August 12, the Board of Directors:

- Awarded contract to Pacific Bus Rebuilders, Inc., for modifying and equipping 36 buses with wheelchair lifts and wheelchair restraint devices, subject to compliance with specifications and relevant approval, on motion of Director Rinehart.
- Adopted resolution authorizing filing of claim with MTC for allocation of half-cent sales tax revenue for Fiscal 1981-82, on motion of Director Bettencourt.
- Approved service adjustment on Lines 7 and 8 and minor re-routes on Lines 12 and Q, on motion of Director Fajans.
- Authorized sale of 65 older buses via sealed bid, with minimums specified, on motion of Director Fajans.
- Authorized General Manager to proceed with acquisition of Vapor Lifts for Neoplan and Flyer buses, on motion of Director Fajans.

* * *

At an adjourned regular meeting August 26, the Board of Directors:

- Awarded contract to Vapor Corporation for furnishing 915 automatic fare transfer issuing machines and related items, subject to compliance with specifications and to UMTA approval, on motion of Director Rinehart.

**Safety scores show divisions meet set goal**

Full-time drivers at all divisions met the safe-driving goal in July and August, with Newark Division recording the top average in both months — 37,926 miles per chargeable accident in July and 31,948 miles in August.

Emeryville’s top tally for that period was 17,799 miles per mishap in July. Richmond’s superior showing for July-August was 17,112 miles per accident in August; Seminary’s top performance was its 16,208 miles average in August.

The monthly safety bogey is 13,250 miles per chargeable driving incident.

During this two-month summer period, operators as a whole drove 5,392,392 miles in serving bus patrons throughout the urban and suburban East Bay.