It is a tragedy that seven persons had to
die to make the point clear: Tank trucks
carrying hazardous cargoes do not belong
in the Caldecott Tunnel.

Federal highway regulations already
ban hazardous materials from tunnels.
Because California has adopted federal
highway rules as its own, state regula­
tions also lean against shipping hazar­
dous materials through tunnels.

But the prohibition has a catch. The
ban is effective "unless there is no prac­
ticable alternative" route. It is possible to
drive a convoy of gasoline tankers
through that loophole.

What is needed, plainly, is a new
statewide measure banning hazardous
cargoes from tunnels and giving enforce­
ment powers to the California Highway
Patrol. Where no other route than a tun­
nel is available, the regulation should
require that hazardous cargoes be moved
through the tunnel when other vehicles
are not present, to minimize the risk of
accident.

Such a regulation would not be a great
burden to truckers, at least in the case of
the Caldecott.

Trucking industry spokesmen say that
most tank truck drivers prefer to take
Interstates 80, 580 and 680 rather than
the steeper and more congested Highway
24.

Even if the ban does force trucks with
hazardous cargoes to travel out of their
way, the extra cost must be balanced
against the risk to life, property and the
tunnel itself -- the estimated price for
restoring the Caldecott Tunnel is more
than $1 million -- when hazardous
materials are moved without restriction.

It is also a good idea to review stan­
dards for tankers, as federal authorities
are now doing.

According to a recent study by the
CHP, tank trucks are involved in a dis­
proportionately high number of fatal
truck accidents, and are more likely
to overturn or fail mechanically. New
design standards could well make a con­
tribution to highway safety.

Wednesday's fiery accident in the
Caldecott Tunnel was a tragic occur­
rence. It would be adding folly to tragedy,
though, if the deaths of seven persons do
not lead to effective regulations to pre­
vent such a horrifying event from ever
happening again.

Driver is among victims of tunnel accident

John Dykes, Jr., was going off duty April
7th, returning to Emeryville Division, when
a catastrophic gasoline truck explosion
inside the Caldecott Tunnel took his life.

A veteran of 23 years of Army transpor­
tation experience, the 54-year-old driver
earned a meritorious safe-driving record in
five years of service to District patrons.

An mid-April funeral service, scores of
his fellow workers joined the Dykes family
in mourning. Mr. Dykes is survived by wife
Aretha Charles Dykes, a stepson, two
brothers and two sisters.

Service adjustments affecting 16
different bus lines in the East Bay were
approved by AC Transit's Board of
Directors at the April 14 meeting.
However, the Board deferred sug­
gested changes on two transbay commute
routes to San Francisco -- Line K
Havenscourt-Oakland and Line R
Hayward-San Leandro -- as a result of
written comments and testimony given
at the April 6 public hearing.

The East Bay changes, which will be
implemented in June, impact on the
following lines:

- Lines 17, 57 and 57M
  A new schedule will improve Line 17
  -- Alcatraz Ave. by providing buses
every 20 minutes during peak hours
and every 30 minutes midday. Lines
57 and 57M -- MacArthur Blvd.
Emeryville will be rerouted in
Emeryville along San Pablo Ave. and
Hollis St.

- Lines 37, 51C and 65
  Line 37 -- Warren Express-Berkeley
will be re-routed to extend along 6th
St. between University Ave. and
Dwight Crescent. Line 51C -- UC
Village will be renamed Line 52 and
will operate along Cedar St. instead of
University Ave. with an extension
north on 6th St. between Cedar and
Harrison. Line 65 -- Ashby Ave.
Dwight Way will no longer operate
along Cedar St. and 6th St., but will
continue with weekday buses every 20
minutes from 6 a.m. to 7 p.m. and
Saturday buses every 30 minutes
along Dwight Way and Ashby Ave.

- Lines 91A and 92
  Line 91A -- Cal State Hayward
combines with Line 92 -- Hayward
Chabot College to provide direct ser­
vice between the two schools with
buses operating every 20 minutes
weekdays, 30 minutes nights and 60
minutes weekends.

Board acts on changes

Some service realignment approved

- Lines 16, 21 and 82C
  Service on weekends and holidays on
Line 16 -- Sundale in Fremont will be
discontinued and Line 21 -- North
Fremont to Southland Shopping
Center in Hayward will be extended
on all trips on weekends. Line 92C --
Fairway Park-Southland Shopping
Center will be discontinued.

- Lines 66, 80, 81 and 84
  All lines will make connections with
the first BART trains in the morning
and will continue service until mid­
night. Service on Saturdays will oper­
ate from 7 a.m. to midnight and Sun­
day service will run from 8 a.m. to
midnight. Reroute of Line 84 --
Castro Valley-Bay Fair will be delayed
until Fall. Line 81 -- San Leandro
San Lorenzo -- Hayward will be
erouted via Williams St. and Wicks
Bivd. A new Line 85 will replace Line
81A -- Washington Ave. for
improved service in San Leandro.

The Board also adopted a Five-Year
Plan which forecasts the range and con­
figuration of AC Transit service during
the years 1983-1987.

THE COVER -- AC Transit's April 6
Public Hearing provided an oppor­
tunity for riders and the general pub­
lc to comment on proposed service
and fare adjustments. A prior Public
Meeting also provided a vehicle for
interested parties to provide input on
the District's planning for the years
1983-87. About 35 persons (a few of
them shown here) made presentations
during the Public Hearing, but a
much larger number -- about 600 --
sent prior communications in
response to hearing notices and to the
widely distributed rider newsletter
which publicized the issues to be
reviewed.
Gauer, Edwards reach Safety milestones

25-YEAR MILESTONE — Driver Virgil A. Edwards, Richmond Division, receives congratulations from Assistant General Manager Robert J. Shamoon for achieving a quarter-century safe-driving record. One secret of behind-the-wheel success: "You have to learn to back off and take it easy, because you're not going to have things your own way all the time." Edwards is the 42nd AC Transit driver to achieve this safety goal. He and wife Phyllis, who have four children and three grandchildren, live in Pleasant Hill.

Guidedogs get Bus-use Training

CANINE "EYES" — Driver E. E. Cassell observes Lorin Mumaw of Morgan Hill teaching a trainee guide dog about passenger lifts as part of AC Transit’s contribution to a joint training and testing class conducted by 4-H Clubs and Guide Dogs for the Blind. More than 300 persons and 100 guide dogs attended.

Area youth aid System's information blitz

DATA DISTRIBUTION — In the three weeks before the April 6 public hearing on proposed service and fare adjustments, nearly 250,000 newsletters were handed out to riders on buses or at their homes. Waking the actual routes of the 18 lines slated for realignment, youths such as these handled the door-to-door distribution chore under supervision of Transportation and Marketing personnel. The targeted distribution area — from Albany to Castro Valley— received saturation coverage by this energetic youth group whose employment evolved from the System’s commitment to Oakland’s “Community Values” program.

"Youth" designation is defined

The new monthly passes for "Youths" (selling for $9) are only for young people from 5 to 16 years of age and for 17-year-olds on school days who have valid school ID cards.

This was the message AC Transit found itself repeating as this new category of monthly pass went into use April 1. A surprising number of bus riders apparently consider themselves to be "Youths" for fare-paying purposes, and drivers found themselves being questioned on the System’s definition of "Youths" with college students well into their twenties. These riders were informed that older students are required to pay a full (50¢) adult cash fare or to use a regular ($18) adult local monthly pass.

New passes for senior citizens and the handicapped went into use smoothly on the same date.

Safety tallies in for March

Three divisions met the March safety bogey, with Newark drivers achieving an average of 50,739 miles per accident. Tally for Richmond drivers during the month was 17,342 miles per mishap, while Seminary’s average was 15,667 miles per incident. The averages represent a one-month tally compiled by full-time and part-time drivers.

Established "bogey" for each month is 13,250 miles per accident in the long-term safe-driving incentive program administered by AC Transit’s Safety Department.

AC Transit drivers as a whole compiled a total during March of 2,934,297 miles of service in both urban and suburban East Bay service and in Transbay trips.
Employees win information kudos

It's no mystery that 37 AC Transit employees were equal to the challenge offered by the Regional Transit Association's team of "Mystery Riders" during a three-month promotion to publicize inter-system transit connections in 1932.

These drivers and information operators are among the list of winners in a competition designed to determine how well individual employees of RTA members were able to answer questioners who posed as riders wanting to "make the connection" from one transit system to another. The "Mystery Rider" competition was launched last November and concluded at the end of February. In preparation for it, employees were encouraged to learn the points at which their system's lines connect with those of other RTA operators.

AC Transit employees who won gift certificates by correctly answering randomly-offered "Mystery Rider" queries include the following:

- Earle Allen
- Driver, Seminary
- Sharon L. Frede
- Driver, Emeryville
- Ken Almes
- Driver, Emeryville
- Eugene W. Barkley
- Driver, Richmond
- Robert H. Barnhill
- Driver, Richmond
- Janice Bell
- Driver, Emeryville
- Kenneth L. Berry
- Driver, Seminary
- D.E. Bonds
- Driver, Seminary
- Larry Davis
- Driver, Emeryville
- Jay dela Cruz
- Driver, Richmond
- Sabrina Dixon
- Driver, Seminary
- Charles Edwards
- Driver, Richmond
- Coreline England
- Driver, Emeryville
- John Lennear, Jr.
- Driver, Emeryville
- Carlos Martinez
- Driver, Seminary
- Reba Gauer
- Driver, Emeryville
- Barry Gehret
- Driver, Emeryville
- Clifford Griffin
- Driver, Seminary
- Eula Gullidie
- Driver, Richmond
- James E. O'Malley
- Driver, Emeryville
- Connie Mack
- Driver, Seminary
- Mike Henaghan
- Driver, Emeryville
- Pauline A. Rayford
- Driver, Seminary
- Willie Henderson
- Driver, Emeryville
- Wayne Rayford
- Driver, Emeryville
- Ruth Highman
- Driver, Seminary
- Priscilla M. Payton
- Driver, Emeryville
- J.D. Sandeen
- Driver, Seminary
- Garrett D. Holt
- PBX Information
- Marilyn Tott
- PBX Information
- Andrew Jeffries
- Driver, Seminary
- Floyd Whitehead
- Driver, Seminary
- Carlos Martinez
- Driver, Seminary
- Anthony Morrow
- Driver, Seminary
- Terry R. Murphy
- Driver, Richmond
- Melchor Ocampo
- Driver, Seminary
- Janice Bell
- Driver, Emeryville
- Kenneth L. Berry
- Driver, Seminary
- D.E. Bonds
- Driver, Seminary
- Larry Davis
- Driver, Emeryville
- Jay dela Cruz
- Driver, Richmond
- Sabrina Dixon
- Driver, Seminary
- Charles Edwards
- Driver, Richmond
- Coreline England
- Driver, Emeryville
- John Lennear, Jr.
- Driver, Emeryville
- Carlos Martinez
- Driver, Seminary
- Anthony Morrow
- Driver, Seminary
- Terry R. Murphy
- Driver, Richmond
- Melchor Ocampo
- Driver, Seminary
- Janice Bell
- Driver, Emeryville
- Kenneth L. Berry
- Driver, Seminary
- D.E. Bonds
- Driver, Seminary
- Larry Davis
- Driver, Emeryville
- Jay dela Cruz
- Driver, Richmond
- Sabrina Dixon
- Driver, Seminary
- Charles Edwards
- Driver, Richmond
- Coreline England
- Driver, Emeryville
- John Lennear, Jr.
- Driver, Emeryville

Transit Time-Capsule

A dismal economy, decreasing revenues, and competition from the automobile: Sound familiar? Wrong.

Though the sum-up has a decidedly 1982 ring to it, it actually represents the situation in East Bay transportation that existed a half-century ago, as revealed in 1932 annual reports of AC Transit's predecessor organizations. These include Key System Ltd. and Key Terminal Railway Ltd., which jointly provided transbay passenger service via a network of six streetcar lines and four ferry boats; and East Bay Street Railways Ltd. and East Bay Motor Coach Lines Ltd., which operated urban streetcar and bus service. The latter consisted of a 72-coach fleet ranging from spacious 40-seaters to modest-sized 17-seaters. The buses were a conservative "quail-brown."

For the nation in general, of course, the Depression year of 1932 was definitely not "the best of times". In the East Bay, unemployment was taking its toll on public transit revenues — the year-end reports showed that urban patronage had declined 19½% in 1932 while transbay passenger-use dropped 12%. The matter-of-factness of official prose could not hide the growing gravity of the economic situation: "Unemployment has apparently been the major factor responsible for the loss of riding in this territory, as the greatest loss has been in peak hour travel."

Streetcar and bus fares of that time were 10 cents. Tokens sold at 50-cents-per-seven. Pupil tickets were priced at one-dollar-per-29.

The public's growing affinity for the automobile, the reports indicate, was offering a double threat to public transportation: the craze was not only draining away passengers, but cars were jostling with streetcars and buses for predominance in lay-out and usage of the public streets. This was no small concern, since auto registration figures for Alameda County had grown from 26,852 in 1932. In an enumeration of grievances entitled "Unfair Burdens Upon Urban Transportation," the 1932 management of East Bay Street Railways firmly sought dispensation from certain automobile-related headaches and hindrances. These included:

- "Relief from the burden now resting upon the carrier of paving between the tracks and for two feet on each side, a burden inherited from the days when the horse cars wore our the paving. The obligation of paving was placed in this Company's franchise at a time when paving cost 4½ a square foot; now it costs $26 or more and provides a highway for the Company's chief competitor, the private automobile, which robs us of patronage and slows up our service."
- "Relief from the burden of moving and replacing rails and poles which are entirely adequate for our service, but which must be removed when streets are widened to provide more room for our competitor, the automobile."
- "Relief from the delays occasioned by permitting the use of public streets as garages by a small percentage of motorists. Complete elimination of parking in congested areas, and devotion of the entire street area to traffic in motion, has been definitely shown to increase speed, reduce accidents, increase amount of traffic, and increase retail business in the area affected."

Four years later, in 1936, the opening of the Bay Bridge was to prove an additional stimulus to automobile use. And the Depression was fated not to lift until the decade turned, ushering in a new, war-stimulated economy.

Gloomy situation? Definitely.
Good old days? Ha!
New dispatcher manual, Procedures introduced

A new program designed to train and guide appointed and qualified extra dispatchers in performing their daily tasks more uniformly and effectively has been introduced, according to Loren A. Ball, transportation manager. Centerpiece of the project is a new training and procedures manual geared to be of assistance both to neophytes in the job and to those already performing as dispatchers.

Transportation Department administrative personnel, superintendents, assistant superintendents and current dispatchers participated in classes this month prior to finalizing the procedures. Employees who participated in this refining of the program were awarded certificates. Prospective dispatchers will undergo 45 days of training, including thorough study of the 70-page manual.

AC Transit currently has 27 dispatchers.

Employees Godfrey and Spinella and four retirees die

Employee deaths during the month (see Pg. 2 also) included Paul Godfrey, 48, a Newark Division driver; and George Spinella, 45, a Mechanic A at Emeryville.

Godfrey had completed 15 years of service shortly before he met his death on April 8 in Livermore. Survivors include his widow, Mary, and three daughters, Jacqueline, Veronique, and Yvonne Godfrey. The family home is in Livermore.

Spinella, employed by AC Transit for 18 years, died April 10 in Walnut Creek. His residence was in Dublin. Survivors include his widow, Carmen, and two sons, George and Raymond Spinella.

Deaths of four retirees also have been reported in recent weeks.

Thelma C. Lanther, 82, who was a secretary in Treasury at the time of her retirement in 1973, died March 9 in Oakland. Her tenure of service to public transportation spanned 41 years.

Her home was in Oakland, and no survivors are listed.

Joseph L. Roy, 66, a driver at Richmond Division when he retired in 1978, died March 16 in Oregon. He had completed 38 years of service before retirement.

His widow, Doris E. Conely, survives. Raymond V. Litzenberg, 75, who was a machinist in the Maintenance Department, Emeryville Division, at the time of his retirement in 1974, died April 14 in Fremont.

Litzenberg had completed 21 years of transit service before entering the leisure ranks. He is survived by his widow, Maxine; two daughters, Ramona Schindler and Roberta Grover; and two sons, Marvin and Edward Litzenberg.

John A. Fonts, 90, who was a driver before his retirement from AC Transit's predecessor organization in 1945, died April 17 in Modesto. At retirement, he had completed 27 years of service.

Fonts is survived by a daughter, Marie Fratus.
FOCUS: Transit People and Projects

FRENCH VISITORS — AC Transit Board of Directors President Jean A. Holmes, left, and Vice President Michael H. Fajans, right, welcome Philippe Rochefort, leader of a delegation of 25 French officials on a tour of California public transit systems. The foreign visitors were interested in the relationship between AC Transit's elected Board and its management in the decision-making process, effects of funding cuts on service, and the future as reflected in the System's Five-Year Plan. The group's visit on April 22 was part of their week in California, which included stops at other Bay Area transit organizations.

HEY, A's — Richard Salles, driver at Seminary Division, was the first AC Transit employee this season to win a pair of Oakland A's tickets in a program to spotlight union employees who compile exemplary on-the-job attendance records. Salles' name was pulled from among those who lost less than 10 days of work-time during the year. The program is a project of Employee Relations.

This letter is to praise Driver Curtis Hall.

I have been using Key System and AC bus transportation practically all my life (over 50 years on and off) and have never had a driver impress me as much as Hall. I have taken the 82H from downtown Oakland to San Leandro several times during the week and each time I was lucky to get this driver. He is a very, very courteous and considerate driver. When he approached the stops he would aid those who were disabled or extremely elderly or slightly lame.

Also, when he approached every connection point he would call out the stops. When people boarded the bus and asked any information, he was always cordial and gave the proper information. When there were smokers, he would be firm with them and announce "No smoking on the bus — it could be a $50 fine".

It is a pleasure to get on an AC bus and have a driver such as Curtis Hall; and I hoped that he would be informed by your staff that there are riders who appreciate his type of personality. (I guess it is easier to register a complaint than praise).

Joseph A. Fernandes
San Leandro

I wish to commend one of your very fine drivers.

One of our employees was a passenger on the bus driven by James H. Jones. She stepped off the bus, a man started to follow and then accosted her. She yelled and Mr. Jones called to her, telling her to come back on the bus. She boarded the bus and the man attempted to follow; Jones closed the doors. The police were called and your driver stayed until they arrived.

I'm sure your employees consider this just a part of a very difficult job. It comes with the territory. I'm sure also a young woman and the employees of our company know James Jones' actions were more than just a job — much more. Perhaps a big step toward the "brotherhood of all"?

John F. Frings
Oakland

Greetings.

Found driver (Anthony Flores) exceptionally nice. Thought you might wish to know.

Dave Lieberman
San Francisco

Please give this guy a plug in your publication. For the last year or so Jerry Thorngren has been the driver of the H bus which leaves Solano Avenue and The Alameda in Berkeley at 8:36 a.m.

This driver is safe, courteous, careful, handles even awkward passengers with great skill and diplomacy. There is a trash can at the start of his run which often gets tipped over; he picks the junk up and tidies up the place which the merchants in the area probably do not even know.

He is a valuable employee and deserves every honor AC Transit awards.

Ralph G. Craib
San Francisco Chronicle
Actions of the Board

At an adjourned regular meeting March 16, the Board of Directors:

- Approved contract provisions governing remuneration of Legislative Representative, on motion of Director Bettencourt.
- Approved nomination of Director Ray Rinehart for position on the Board of Directors of American Public Transit Association, on motion of Director Bettencourt.

* * *

At an adjourned regular meeting March 23, the Board of Directors:

- Declared certain office furniture and equipment to be surplus and authorized its sale to the highest bidder or bidders, on motion of Director Nakadegawa.
- Adopted updated and amended “Rules for Procedure” for Board of Directors, on motion of Director Nakadegawa.
- Adopted resolution authorizing filing of application with Department of Transportation in connection with a grant amendment, on motion of Director Nakadegawa.

At an adjourned regular meeting April 6, the Board of Directors:

- Convened public hearing to receive comment on proposed service changes and fare adjustments (see Cover and follow-up story, pg. 3)