Governor signs bills
Providing transit aid
Our 'Stockholders' Write

As a regular F Line commuter, I have become acquainted with many of your drivers. Many of them are excellent. But Driver David Brooks is so exceptional I wanted to write to you about him.

For one thing, he has shown an expert touch with smokers on the bus, effectively combining firmness with a non-threatening matter-of-factness. What’s more, he stops the smoking as soon as it starts, before the smoke has already filled the bus or passengers have begun complaining.

What strikes me from all this is that he has an extraordinary awareness of his passengers and an uncommon ability to monitor his busloads.

Bonnie Baskin
Berkeley

(Ed. Note: AC Transit’s long-standing rules governing on-board behavior, including the no-smoking rule, now have the backing of formal law. Earlier this year, California Penal Code, Section 640 took effect, making passengers who break these few rules of reasonable bus-riding behavior subject to arrest and/or fine.)

You have the nicest drivers on the Q Line. I am writing to you about one in particular. I really look forward to catching the 5:30 p.m. bus from El Cerrito Del Norte BART to Pinole on my way home from work. Your driver Michael E. Orona is so nice, he makes the end of a long day very enjoyable. Not only is he courteous to his passengers, he is a very courteous driver.

Deborah Lea Reed
Pinole

I am writing you to commend the brave action taken by a bus driver leaving San Francisco on July 15. This bus driver (along with another bus driver who aided him) risked his own life rescuing a man from a car on fire on the Nimitz Freeway. I can’t tell you what a moving feeling it was to see him run into that cloud of smoke and forcibly open the car door in order to save that man’s life.

Please see to it that this bus driver receives the recognition he deserves.

M. Beaudoin
Alameda

(Ed. Note: Drivers Billy J. Givens and Charles Walker have been commended by the District in connection with the incident described above.)

I am a senior lady, use Line 53 quite often, and have seen Carl Swanson extend many courteous services to his passengers. There are many of us seniors living in this area, along with others, including some of the smaller school children, and there has always been courteous and careful service from him.

Florence Bolten
Oakland

While a passenger on College Avenue bus I witnessed an incident which reflects credit on the driver, Mr. R. E. Smith.

There was some difficulty in maneuvering the lift for a disabled person in a wheelchair. Mr. Smith was exceptionally patient and considerate, and deserves to be commended.

R. F. X. Uhl
Berkeley

Older bus phase-out program progresses

AC Transit’s program of bus replacement has reached a complexity of different stages as of this summer of 1982.

Currently, some needed replacement coaches are being sought through grant applications; some on order are still in production; and some are just being delivered and placed in service.

With the July request for federal funding of 58 buses (see adjoining story on this page), grants are being sought for a total of 134 coaches. The July grant application joins a proposal for 76 buses submitted to the federal government in April.

Delivery of 141 new Gillig buses, produced in Hayward, commences in August and will continue through October, 1982. Fifty of these will be 35-foot coaches, with the remaining 91 to be 40-foot urban vehicles.

Neoplan, of Lamar, Colorado, begins delivery of 60 40-foot buses in August, with completion slated for the end of September.

Fifteen new 40-foot Flyer buses, from Winnipeg, Canada, will be delivered in late September, joining the 175 Flyers delivered in 1981.

With federal approval of the now pending capital acquisition grants, AC Transit will have 350 new buses to replace older equipment. Currently, the fleet size is 852 coaches serving urban and suburban patrons in the System’s approximately 620-square-mile service area.

Board acts on grant matter

AC Transit is seeking federal funds to buy 58 new buses to replace veteran vehicles which have run more than a million miles in service to East Bay riders.

The new bus order, which could run as high as $11 million, would provide 35- and 40-foot coaches to replace models bought in the 1960’s.

Funds for the replacement would be on a matching basis, with 80% from the federal government and 20% from local sources.

The Board of Directors, which approved the request for funding at its July 28 meeting, also scheduled a September 8 hearing to receive public response to the proposal.

THE COVER — California Governor Jerry Brown signed legislation late in June which will provide $90 million in financial help for public transit systems throughout the state during Fiscal 1982-83. The bills were SB 1335 and AB 2551. Present at the occasion were (from left) AC Transit Board Vice-President Michael H. Fajans; State Senator John F. Foran (D-San Francisco), sponsor of SB 1335; Sacramento Regional Transit District Board Member Art Bauer; the Governor; Sacramento Regional Transit District Chairman Phil Flynn; Assemblyman Bruce E. Young (D-Los Angeles), sponsor of AB 2551; AC Transit General Manager Robert E. Nisbet; and California Business, Transportation and Housing Secretary Lynn Schenk.

FACILITY PROGRESS — In late July, renovation and construction work at AC Transit’s future East Oakland facility included erection of this sound barrier wall, expected to be completed in about 30 days. Total project includes renovation of existing structures on the site and construction of a new central maintenance building, for which preliminary design work is proceeding on schedule.
Saluting excellence

Recognition plan gets Board O.K.

Long-standing elements of AC Transit's program for recognizing employee performance, years of service, and safety achievements have been blended with some new and revised elements to form an Employee Recognition Program which was approved by the Board of Directors at its July 28 meeting.

The three-part program covers honors to be awarded drivers who avoid accidents; those to be given Maintenance people with exemplary safety records, and those which spotlight District employees in all other categories for years of service, safety awareness, and good attendance.

In addition to the familiar safety patches and certificates which drivers receive annually for safe-driving, some new incentives have been added to the recognition system. A driver's first-year award now will include a belt buckle with the AC Transit logo. Then, beginning with the fifth-year safety award and at five-year intervals thereafter - drivers who qualify will receive pins set with gemstones of increasing degrees of value.

Awards to Maintenance personnel are based on a year's record of safety in operating District vehicles and no loss of manhours due to industrial injury. The first year's achievement will be noted by award of a belt buckle. However, this category of award buckle will feature a changeable panel which will reflect subsequent years of achievement. Pins presented to qualifying Maintenance employees at five-year intervals are identical in scale-of-value to those for drivers.

The honors program for all other District employees include pins of a rising scale of value to be awarded at five-year intervals, then a ring denoting the 30-year service milestone.

Aim of the awards program is to spotlight effectively those employees who demonstrate exemplary work habits and attendance and those whose skills and conscientious alertness result in safe operations of vehicles and equipment.

Passes bring tax saving

New additions to California's income tax laws make purchase of an AC Transit Monthly Pass an even more attractive bargain.

The "Show-and-Go" Pass offers unlimited rides for a whole month. And now, thanks to SB 320, authored by Senator Nicholas Petris (D-Oakland) and signed by Governor Brown in July, the state offers transit pass users a tax deduction of up to $7 a month.

AC Transit monthly passes are available during the last week of each month for use in the entire following calendar month. Introduced during the past three years, they include the Local Pass for various categories of riders - Adult, Youth, Seniors/Handicapped - and the Transbay Pass.

Now, to the previous known advantages to pass-buyers - a month's unlimited rides while avoiding the hassle of handling exact change and transfers - is added the bonus attraction of a tax-break!

Technology will improve traffic counts

The latest electronic 'black box' to be used in District buses soon will be in the hands of traffic checkers. New hand-held passenger counters, displacing pencil and clipboard, are designed to yield accurate, detailed bus-use data.

An electronic 'memory' in each unit records thorough data, including the day, time and route or location being checked. And as the count proceeds, entries made by the checker, plus time-checks from a built-in electronic clock, provide an itemized account of ridership activity. On board a bus enroute, the counter records boardings and alightings at each stop. It's equally adaptable to stationary use - at a transfer point, for example - to register riders passing that point.

Reporting the information will be extremely simple: using a pocket-size adaptor and the nearest telephone, the traffic checker transmits data to a receiving unit in Schedules Department - a self-contained mini-computer connected to other District computers, giving Schedules and Research and Planning immediate access to the data.

This data processing capability will enable both departments to conduct statistical analyses of the most detailed rider-activity information - down to assessing boardings and alightings at an individual bus stop. With the system online this Fall, planners and schedulers will have even better data with which to develop productive service adjustments.

New Line 47 service

Will aid Fremonters

A new bus route providing expanded weekend service to AC Transit's Fremont patrons will be inaugurated September 7. Designated Line 47 and approved by the Board of Directors at their June 23 meeting, the new service is a crosstown route connecting north and central Fremont via Fremont Blvd., providing access to Irvington and Mission San Jose, and offering the additional bonus of improving bus travel to Ohlone College. Thus, service implementation has been scheduled to coincide with the opening of the 1982-83 school year.

Operating with 30-minute headways from 6:30 a.m. to 10:30 p.m. on weekdays only, Line 47 will originate in Union City at Alvarado and Union City Blvd., operating via Alvarado, Fremont and Washington Blvs. to Ohlone College, which is located on Fremont's Mission Blvd.

Besides improving service along the Fremont Blvd. corridor and access to the college, Line 47 will offer a more direct link between north Fremont and Hayward through a connection with Route 93A and Route 21 in Union City. Also, it will offer first-time transit service to an area along Washington Blvd.
This is a period in which a lot is heard about "the whole person" — a prevalent buzz-phrase which finds a place in many contemporary probings (some serious, some superficial) of the American condition.

In the workplace, including AC Transit's, those charged with the chief responsibility of keeping their fingers on the pulse of "the whole person" — or, more accurately, "the whole employee" — are the personnel specialists. And while this responsibility alone is challenging and demanding, the District's Personnel Department must fulfill its dual function of dealing, every day and on a variety of levels, with the public in general, including job-seekers of all ages, skill levels and educational/career aspirations.

But applying and interviewing for a job is only the beginning of an actual employee's relationship with the Personnel Department, which will continue to serve his/her needs — from record-keeping to counseling — as long as an individual remains on the payroll (and even afterwards in the case of official retirees). AC Transit's "whole employee" services are wide-ranging: un-snarling a problem with a health-insurance claim ... answering a question about paycheck deductions ... providing more details about a position that's been posted to inform in-house applicants ... advising a manager about correct disciplinary procedures ... helping solve a worrisome personal or family problem that may be affecting job performance.

This very brief summary emphasizes the day-to-day human dimension which is the heart of the Personnel Department's more formal list of functions. This list includes:

- Recruiting of all new hires, culminating in selection of the best available person from among all applicants.

- Maintaining District manpower records and individual employee personnel files.
- Monitoring the administration of the Collective Bargaining Agreement.
- Conducting wage and salary reviews and position classification surveys.
- Developing and implementing employee training and executive development programs.
- Providing counseling and support services toward improving the quality of working life and gaining maximum productivity from the District's "human resources".

**Personnel panorama**

Organizational responsibility for providing these wide-ranging internal services is divided among five departmental components:

- From Training (now at Seminary Division but soon to move to expanded facilities) new bus drivers learn the technical and human-relations skills that enable them to provide courteous, efficient, and safe service to riders.
- New employees are processed by Personnel Operations, located on the 12th floor of AC Transit's General Offices in downtown Oakland. Working in close coordination with other departments, this group ensures that selected applicants have all the skills to meet specific departmental and District needs. These specialists must verify also that position classifications accurately reflect actual duties and job responsibilities.

Down the hall is Records, where District-wide manpower files and individual employee records are maintained and updated. It's this group that provides current information about health plans and other benefits to employees, retirees, and insurance beneficiaries. This function makes heavy use of the data processing system to maintain an electronic "Employee Activity Log", which records and reports promotions, transfers, terminations, retirements, wage changes, and other key data.

Labor Relations administers the Collective Bargaining Agreement, assuring that the interests of both the District and the rights of employees are protected. This section also assists in negotiating that agreement.

Employee Relations provides support services whose aim is maximum utilization of AC Transit's most valuable asset: its 2,100 employees. Toward this aim, its duties include: counseling on the broad range of problems that may impact on job performance; rewarding instances of efforts above-and-beyond-the-job through the achievement-recognition and other programs; and helping those troubled by alcohol or drugs to get the confidential, effective help they need.

As this run-down of its responsibilities suggests, AC Transit's Personnel Department, headed by Gary Ogg, is truly in the people business. And, in terms of the operational and human relations realities of the 1980's, that's a particularly challenging and demanding business to be in.
**Additional new buses Arrive for AC's fleet**

Prototype Neoplan (left) and Gillig buses were delivered in July for in-service evaluation. Both went into revenue service for assessment by Maintenance Department and also drivers, who were asked to report via questionnaires on factors including visibility, steering and braking characteristics, and rider reaction.

Data gathered in the road test will be assessed to determine if there’s need for modification of the remaining 140 Gillig and 59 Neoplan coaches scheduled for production later this year.

**Driver John Farrell, Jr., and two transit retirees die**

John R. Farrell, Jr., 52, a driver at Richmond Division, died June 13 at his home in San Pablo. His employment in the transit field dated from 1953, and he had completed his 29th year of service in February.

He is survived by his widow, Donna, and four children: Della, Subrinia, Judith and Robert.

Oliver Roy Williams, 80, who had been a driver for many years prior to his retirement in 1964, died June 30 in Oakland. His employment in the transportation field began in 1923 when he joined AC Transit’s predecessor organization as a streetcar conductor. His period of service spanned 41 years, concluding with his retirement from Emeryville Division.

Williams is survived by his widow, Alice, and six children: Roy, Oliver, Dorothy, Jane, Barbara, and Donna. The family home is in Oakland.

William H. LeFaire, 69, who was a driver at Seminary Division before his retirement in 1980, died May 29 in San Leandro. His service to public transportation spanned more than 33 years, beginning in 1946 when he joined Key System, AC Transit’s predecessor organization, upon completion of Army duty in World War II.

LeFaire is survived by his widow, Mary, and son, Michael. The family home is in San Leandro.

**Two more operators enter the 25-year safety circle**

COLLECTING KUDOS — Frank A. Armas, 40th recipient of the quarter-century Safe Driving Award, says operating the vehicle is only part of what goes into a record-setting performance. "About 85-to-90% of it is handling the public. You've got to be able to cope with different people and different situations." Armas received his first Safe Driving Award October 18, 1955.

SAFETY CERENOMY — Richard J. Faulkner receives his 25-year Safe Driving pin, becoming the System's 41st driver to accomplish this goal. As to advice for those striving for a similar record, he admits, "There are no secret ingredients," except perhaps effort and concentration. Faulkner earned his first safety award June 27, 1957. The two July honorees — Faulkner and Armas (left photo) — received their quarter-century driving honors from Robert J. Shamoon, assistant general manager for operations. Scene was AC Transit's executive offices in downtown Oakland.

Divisions meet safety mark

In June tallies, three divisions achieved the established safe-driving goal. Heading the list was Newark Division, with a month-long average of 37,768 miles per accident. Richmond's record was 25,812 miles per mishap; Seminary's was 15,763 miles.

Total service logged by all drivers during June was 2,667,890 miles.

All divisions achieved the month's standard safe-driving goal — 13,250 miles per accident — in May, according to Safety Department's tallies.

Newark Division's record was 40,893 miles per accident; Seminary's average was 17,401 miles; Emeryville's, 15,549; and Richmond's, 13,603 miles.

AC Transit's drivers as a whole compiled service figures for May totaling 2,727,943 miles.
Bus service helps boost area events

Attendance at two forthcoming East Bay community events will be aided by special AC Transit bus service. A light-hearted affair which has become a warm-weather favorite in recent years is the Bathtub Regatta, sponsored by Radio Station KNBR, San Francisco. Bathtub crafts ranging from fantastic-to-foolish will race August 21 at San Leandro Bay Regional Shoreline, Oakland. Shuttle bus service will operate from BART Coliseum for regatta-goers.

Looking ahead to Fall's week-long list of events centered around Oakland's diverse performing arts scene, AC Transit is planning shuttle service from downtown and BART stations to the Festival of Arts site at Lakeside Park. This first annual arts celebration will run from October 9 through 16.

Retirement round-up

- Joseph Alfano, Driver, Seminary Division, 37 years.
- Johnnie Barnes, Driver, Emeryville Division, 24 years.
- Virgil A. Edwards, Driver, Richmond Division, 34 years.
- Richard B. Hilton, Driver, Seminary Division, 20 years.
- Russell A. Mathis, Driver, Richmond Division, 27 years.
- George G. Norton, Driver, Emeryville Division, 20 years.
- Carter D. Young, Driver, Richmond Division, 21 years.

The way we were... July-August, 1967

Vignettes of AC Transit activities of the recent past, as gleaned from previous issues of Transit-Times.

- The Board of Directors adopted an $18,497,600 budget for the 1967-68 Fiscal Year, which represented a 6.1% increase over the previous year.
- The System was being asked to participate in a first-of-a-kind federal demonstration project to test various devices and procedures for deterring onboard robberies and other disturbances.
- A new “advanced design diesel bus” — a 51-passenger GM model — was added to the fleet after a five-month trial.
- Alan L. Bingham assumed the position of General Manager.
- The previous year had shown a 4.9% increase in transbay ridership, with an estimated 13,844,586 bus passengers crossing the Bay during the fiscal year ending June 30, 1967. It was reportedly the largest number of transbay passengers recorded since 1952.

FOCUS: Transit People and Projects

HARVEST OF HONORS — AC Transit Driver Tom Huey poses with four of the most recent of his many trophies for bodybuilding. These four honor his accomplishments at the American Athletic Union (AAU) competition held in Alameda in early summer. The awards include: First Place Western America Natural (largest trophy in center), Most Muscular, Best Poser, and Best-in-Class. Huey, shown here at his home in Concord, has been with AC Transit since 1972. Currently, he works the extra board at Emeryville Division.

DIESEL EXPERTISE — Joel Carter (right photo) was chosen “Outstanding Student” from among AC Transit’s second group of employees to be enrolled in the College of Alameda’s program in diesel bus maintenance. He is shown receiving congratulations for a job well done by Robert J. Shamoon, assistant general manager for operations.

CLASS PARTICIPANTS — Marking completion of the nine-month, 216-hour diesel maintenance course, participants posed for a class photo. Of those shown, 14 are official graduates and eight have training hours yet to be completed.
Actions of the Board

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

- Authorized travel of General Manager to attend American Public Transit Association General Managers' Seminar July 18-20 in Denver, on motion of Director Bettencourt.

- Adopted resolutions establishing appropriation limit for proceeds of Fiscal 1982-83 taxes and authorizing allocation of tax proceeds and state subsidies to certain "restricted funds" previously approved or established by the Board, on motion of Director Rinehart.

- Adopted proposed 1982-83 operating budget for District 1, on motion of Director Rinehart.

- Approved reroute on Line 22, Fremont; partial service curtailment accompanied by schedule modifications on Line 43S, Richmond; and inauguration of crosstown service via the new Line 47, Fremont, on motion of Director Nakadegawa (see story, pg. 5).

- Approved support of California Assembly Bill 2873 and dispatch of letter to the sponsoring Assemblyman and Senate Transportation Committee, on motion of Director Fajans.

At a special meeting June 28, the Board of Directors:

- Authorized continuance of BART-to-Bus passenger transfers for a 90-day interim period with users required to pay 50% of base fare per transfer, on motion of Director Nakadegawa.

At a regular meeting July 14, the Board of Directors:

- Adopted resolutions authorizing filing of applications for federal operating assistance for Fiscal 1982-83, including grant for Antioch/Pittsburg service area, on motion of Director Nakadegawa.

- Approved renewal of Senior Van Service agreement with City of Fremont for Fiscal 1982-83, on motion of Director Nakadegawa.