Transit-Times
ALAMEDA-CONTRA COSTA TRANSIT DISTRICT

Fighting crime via film
Our 'Stockholders' Write

Ms. Durelle B. Barksdale was driving her bus when she suddenly realized there were two small girls, approximately aged 3 and 4, who had a note asking for help in getting safely to 23rd Avenue. She was alerted after having passed the stop.

She promptly stopped her bus, took them by the hand and carefully crossed the little girls across the busy intersection, hailed a bus traveling east, and put these little children on. All this was done while the passengers on her bus remained calm and supportive.

Ms. Barksdale needs to be commended for her alertness, care for her passengers, and service beyond her regular duties.

Charles B. Minor, Ph.D
Oakland

The outstanding conduct of your Driver Lucius Lee, Jr., has so impressed me that I desire to call his unusually good service to your attention.

It was raining and this driver took advantage of every opportunity to be helpful to those running for or waiting for the bus. He was gentle and courteous to every patron even while being firm with a rider who had begun smoking at the rear of the bus. There was a wide variety of passengers that trip — elderly who could not hurry; mothers with children, some of whom were slightly unruly. There were numerous ethnic groups, etc. All were treated with the same pleasant courtesy.

It was a pleasure to ride with this driver.

Ernest W. Henderson
Richmond

Thank you for the use of one of your buses so we could shoot scenes of Oakland youngsters going to the Oakland Youth Employment Service to apply for summer jobs. These videotapes will be seen by several thousand Oakland youngsters each year as they prepare to apply for jobs through the Mayor's Summer Jobs Program.

Your cooperation has allowed us to produce realistic tapes. Naturally, our gratitude is expressed in a credit at the end of the tapes.

Jerry Long
Applied Video
Berkeley

I want to tell you of my observations of one of your drivers (James Williams) on the F bus, which I often ride from Albany to Berkeley.

I think he is an excellent driver, is kind, courteous, and helpful to everyone in a quiet sort of way. I believe he is an exceptional young man.

Ardis Cooper
Albany

Some of the drivers on the 51 Line are quite inconsiderate and downright rude, so it is most refreshing to find a driver who is considerate, pleasant and most helpful. Thank goodness there are a number who fall in this latter category. One in particular is O. H. Chadwick.

Please convey to him the thanks of us riders who appreciate his good humor and kindness.

E. J. Burnaford
Alameda

System joins in anti-crime project

AC Transit and the Oakland Police Department are joining with television station KTVU, Channel 2, in a unique mutual venture to produce a documentary film on crime prevention.

Part of the production is centered on public transit problems and how citizens can help combat anti-social behavior.

"We are trying to show the public what they can do to help," says Charles O. Lacy, Security Coordinator for AC Transit and liaison between the District, law enforcement officials and the television crew.

Directors give green light
To new funding applications

The District plans to ask for federal financial assistance amounting to more than $5.6 million as a result of approval by the Board of Directors on July 27 of three grant applications. Directors also scheduled an August 24 public hearing to receive comment on the funding package.

The largest sum to be requested of the Urban Mass Transportation Administration is $5,065,000 in operating aid to help the District maintain current levels and standards of service in its urban operations throughout the East Bay and to San Francisco. A second operating grant to be requested would yield $425,564 to lend support to AC Transit contract services in the Antioch/Pittsburg urban area.

The third grant application which received Board approval requests capital funding to cover 75% of the cost of purchasing and installing an automated self-training program to be utilized District-wide for both new and experienced employees. Program cost is $216,662.

The trio of grant applications are elements of AC Transit's Five-Year Plan and Transit Improvement Program for Fiscal 1983-84, and are in conformance with Metropolitan Transportation Commission regional funding guide-lines and priorities.

"Our goal is to get people involved, but also to show what can be done to discourage criminal behavior by not providing the opportunity," Lacy says.

Filming for the documentary got underway in late July, with scheduled completion of the project set for early August. Dates for broadcasting will follow shortly thereafter.

A special side benefit, according to Lacy, has been the television crew's first-hand observation of what police and transit officials are already doing for passengers and driver safety.

"I think they have been surprised at how extensive our overall security program is," Lacy says, noting the two-way communications system with silent alarm; the surveillance cameras; increased plain-clothes and uniformed security people; passenger-driver conflict resolution training; and electronic fareboxes and transfer machines.

THE COVER — When AC Transit, TV station KTVU (Channel 2), and the Oakland Police Department joined to produce a documentary, the aim was not show-biz "glitz" or viewer ratings but the packaging of an important message: what residents and visitors to the East Bay can do to help in crime prevention. Dramatizing problem situations that might occur and recommending cool-headed, prudent reactions for public and passengers may, it is hoped, help quell or de-fuse real instances of anti-social oncoach or on-street behavior.

Different moments during the first day of filming in July are shown here, including (lower left) Driver Christina Zook and Transit Security Coordinator Charles Lacy, representing the District, being briefed by KTVU Producer Tomas Roman (in doorway) and Film Editor Bill Longen; and (lower right) Camera­man Calvin Roberts recording an onboard scene. The film is scheduled to be shown on August 20.
Station signal light tells drivers to await riders

**DRIVER ALERT**

A rotating light signaling the arrival of trains at five East Bay stations now alerts AC Transit drivers to wait for possible BART-to-bus passengers. The lights, activated by microprocessor when trains approach one of the stations, remain on for about 3½ minutes, allowing passengers 2½ minutes to catch the bus. BART Bay Fair's light installation is shown here (upper left corner and inset).

**Active leisure**

**AC Transit retirees enjoy group travel, timely topics**

Retirement from AC Transit takes place, but former employees are remaining active and involved by participation in the Retirees Club, an organization offering recreational and social outings to those who have spent their working years in public transit service.

The club sponsors a variety of events, such as a recent 18-day trip through Canada, which concluded July 23. Last year the group spent a week touring the Rogue River area of Oregon, and next year a trip to Southern California and Mexico is scheduled.

Other outings include one-day excursions to area attractions and overnight trips to Reno.

The organization is open to all former AC Transit and Key System employees and their spouses. Current membership is about 200, according to Lou Bailey, travel chairman for the group, and a modest dues fee of six dollars per year is charged each member.

Meetings of the club are held the third Tuesday of each month at the Blue Dolphin Restaurant in San Leandro, where guest speakers cover topics of particular interest to retirees.

Luncheon presentations have included talks by a former astronaut, representatives of Social Security and health agencies, members of the Oakland A's and the Oakland Invaders, and a retired Navy officer who had spent several years in Russia.

“We encourage all former AC Transit and Key System employees to join us, if they wish,” says Club President Floyd Tinkham. “We have a lot of fun, and there are some interesting trips planned for the future.”

**“HELP!” WANTED**

To increase the general public's awareness of the special "911" telephone number to summon fire, police or medical emergency aid, the State of California is utilizing bus signs like the one shown here on an AC Transit coach photographed at Treasure Island, with the San Francisco skyline and the Oakland-San Francisco Bay Bridge as scenic backdrop. In cooperation with the state's public-service advertising campaign, the Neoplan bus was prepared for its debut in the publicity spotlight by Emeryville Division maintenance workers.

**Famous transit symbol**

Passes 3/4-century mark

ALMOST 80 - the distinctive symbol above is a nostalgic reminder of an upcoming anniversary highly significant in area transportation history. As of Fall, 80 years will have passed since Francis M. "Borax" Smith launched the train-ferry network which offered riders comfortable, speedy transbay transportation service. First Key Route electric train left Berkeley for the new Key Pier October 26, 1903. Initially, Smith's fleet included 41 trains and two ferries — the Yerba Buena and the San Jose.
Veteran pro, D. J. Potter, Of transit-service family, Dies in Piedmont at age 79

Donald J. Potter, 79, member of a family prominent in the service of East Bay transportation for more than 80 years, died June 24 in Piedmont.

Himself a veteran of 36 years with AC Transit and its predecessor organizations by the time he retired as Transportation Manager 10 years ago, Potter was the son of James Potter, first Superintendent of the San Francisco, Oakland and San Jose Railway — the original Key Route established by the legendary Francis M. "Borax" Smith. At the time of his death in 1936, the senior Potter was Vice President for Operations of Key System Lines.

The younger Potter's retirement in 1973 brought to an end an 84-year period of family service to transportation. He had joined Key System in 1936, working in a variety of positions until 1947 when he assumed the Transportation Manager post he held until retirement.

A graduate of UC Berkeley, Potter is survived by his widow, Bernice; son, Donald, Jr.; daughter, Patricia Tetrault; and four grandsons.

DINEEN
Jeremiah Dineen, 98, who had served AC Transit's predecessor organization for nearly 33 years at the time of his retirement in 1950, died July 19 in Oakland. The long-time retiree was a Laborer A in Seminary Division's maintenance function at the time he completed his span of service, which had begun in 1917.

Dineen, an Oakland resident, is survived by two sons, Jeremiah and John; and a daughter, Julia Slaten.

GARDIN
Francis W. (Frank) Gardin, 74, who retired last summer after 45 years of transit service that ranged from operating Key System streetcars and trains to four

New group completes AC Transit-subsidized Diesel skills program

Eleven employees have completed a nine-month, AC Transit-subsidized training program in basic diesel bus maintenance.

They are Edward Booker, Donn Guay, Dennis Martell, Melvin Moore, Adrian Scott, Timothy Dawkins, Theresa Lee, Phillip Mendoza, Francisco Ornelas, Steven Seflandin, and David Werner.

These Maintenance Department workers — the latest to graduate from the College of Alameda program — bring to 48 the total number of District employees who have taken advantage of this career advancement opportunity, according to Training Instructor James Barlow, who coordinates the classes. The June graduates join six others who completed course work in January.

"This program provides an excellent opportunity for advancement within the organization," Barlow says.

One side benefit, Barlow noted, "is that by exposure to the College of Alameda, some of our students have enrolled in other college classes."

Funding for the diesel training classes is provided by AC Transit.

The program began three years ago with the goal of providing entry-level maintenance people with mechanical ability with specific opportunity for advancement. Employees interested in participating should watch department bulletin boards for notice of registration for the next class, currently scheduled for Fall, 1983.

Three retiree deaths reported

(Continued)

Three retiree deaths reported

(Continued)

(Continued, right)
Hayward: future home of 500 employees, 250 coaches

NEW DIVISION — Design detail of the new Hayward facility can be seen above the curving street and within the shaded area of the architectural drawing above. An existing building (left photo and indicated by arrow on the drawing) will become part of the new Training/Education Center for District-wide use.

The Hayward Division, located on the Old Mack Truck property behind the Hayward Airport, will be home base for approximately 500 employees and a fleet of 250 buses.

A new Training and Education Center will be established adjacent to the operational facilities. Current Training Department functions, conducted at Seminary Division by a staff of 17, will be relocated here.

Cost of the Hayward project is estimated at $20 million for the operational yard, plus $2.6 million for the Training and Education Center.

EMERYVILLE DIVISION

AC Transit's oldest yard, constructed in the 1930's, will undergo an extensive face-lift through a $21 million upgrading and improvement of buildings and grounds.

With initial funding approved, construction is set to start this Fall. Target completion date is 1985.

The rejuvenated Emeryville Division will house 225 buses and about 500 employees, easing the currently cramped quarters filled with 240 coaches and 550 employees. Some of the coaches removed from Emeryville will be reassigned to the new Hayward Division.

Central Maintenance and Stores activities will be relocated to the Central Maintenance site in Oakland.

SEMINARY DIVISION

Current over-crowding caused by the presence of 335 buses and more than 700 persons will be eased via the $21 million grant for improving the facility, which was constructed just after World War II.

When completed, this reconstruction project will contain operational space for 250 buses and 500 workers. Construction will begin later this year, with completion of the program set for 1985.

RICHMOND DIVISION

Application for $12.5 million in assistance to reconstruct the aging Richmond Division is currently being sought by the District. If approved, work could get underway in 1984, with improvements completed as early as 1985.

Current operations at Richmond encompass 163 buses and 350 employees. These figures are expected to remain approximately the same in the immediate future.
Land for a new General Offices building has been purchased on Franklin Street in Oakland between 15th and 17th Sts. The new facility will replace the current inadequate, out-dated space for management and administrative employees at 508-16th St.

Total cost is undetermined at this time, but land acquisition amounts to $2.1 million. An innovative financing method will result in the building being designed and constructed for the District on the purchased land, using a long-term lease/purchase option arrangement for occupancy.

The new office building will house these District functions — Executive Offices, Central Dispatching, Marketing, PBX/Information, Payroll, Personnel, Treasury, Risk and Insurance, and part of Data Processing.

Far-reaching as the total facilities plan is, all elements are currently on schedule and completion is expected to occur on target, depending on the status of grants from the Urban Mass Transportation Administration (UMTA). Therefore, by 1986, AC Transit will definitely boast a dramatic new look, providing much improved capabilities for better serving the bus riding public.

Central maintenance: layout aims to aid efficiency

M.B.E. greeting

BAY AREA WELCOME — AC Transit General Manager Robert E. Nisbet, Chairman of the Regional Transit Association Board of Control, extends a welcome to participants in the Second Annual Seminar on Minority Business Enterprise and Equal Employment Opportunity Contract Compliance. The mid-July event, held in San Francisco, included practical workshops on meeting government requirements for minority participation in public transit projects. It was co-hosted by the RTA Minority Affairs Committee and Southern California Rapid Transit District.

Planning guides available

Two guidebooks produced by AC Transit’s Research and Planning Department, in cooperation with city planning and engineering departments, are now available to urban planners, planning agencies, and interested individuals throughout the System’s service area.

The two documents — “Guide for Including Public Transit in Land Use Planning” and “Transit Facilities Standards Manual” — provide detailed suggestions on how to incorporate transit in development plans.

Divisions achieve safety goal

Three divisions met last month’s safety goal by averaging at least 13,250 miles per accident. Heading up the list was Newark Division, whose drivers averaged 41,875 miles per mishap. Richmond tallied an average-per-accident of 16,082 miles; Seminary, 13,526 miles.

Total service miles recorded was 2,639,445.

Retirement round-up

- Robert B. Foreman, Dispatcher, Newark Division, 23 years.
- Reba Gauer, Driver, Richmond Division, 39 years.
- William L. Pickard, Driver, Emeryville Division, 15 years.
- Earnest L. Salmon, Jr., Driver, Emeryville Division, 11 years.
- Jim H. Tamura, Driver, Emeryville Division, 11 years.
- James R. Williams, Jr., Driver, Emeryville Division, 30 years.

Board Actions (Continued from back cover)

with Jules Jurgensen Corporation; and
authorizing issuance of revenue and tax anticipation note under stated terms and conditions, on motions of Directors McDonnell and Bettencourt.

An adjourned regular meeting June 29, the Board of Directors:
- Adopted resolution approving tax benefit transactions related to 123 District buses, on motion of Director Nakadegawa.

At an adjourned regular meeting July 27, the Board of Directors:
- Adopted recommendations relating to various aspects of eased access via lift-equipped buses, on motion of Director Nakadegawa.
- Adopted resolution authorizing filing of applications for federal assistance grants for urban operations in Oakland/San Francisco and in Antioch/Pittsburg, on motion of Director Nakadegawa.
- Adopted resolution authorizing filing of application for a federal capital improvement grant for purchase of an automated self-training system, on motion of Director McDonnell.
NEW LINK — With the start-up on July 5, of BART Express service on the new Z-Line, riders are able to travel from BART/El Cerrito Del Norte, Hilltop Mall, San Pablo and Hercules to the Contra Costa County government buildings in Martinez. Helping get the new service underway were AC Transit Supervisor Andrew Lemons (left) and Driver Eldon Bain. The Line Z-Martinez route also serves the John Muir National Historic Site and the County and Veterans Hospitals.

‘MURPHY’ MOVES ON — Alexander (‘Murphy’) Chen-OK accepts congratulations from Wayne West, Richmond Division maintenance superintendent, at a July retirement party. A transit veteran of nearly 27 years, Chen-OK — a Mechanic A — says he received his nickname when he began working on trains in the 50’s. “All the other workers were Irish; I was the only Chinese. They said I needed an Irish nickname, so they’ve called me ‘Murphy’ ever since.” In summing up his service, he says, “I’ve done everything now. Worked on trains, buses, transportation, maintenance. Even been vice-president of the union.”

LAST RUN — After nearly 40 years of service, Reba Gauer turned in her last run in June, cheered-on by (from left) Loren Bell, Robert Shamoen, Gene Cota, Sammy Carter and Les Minear. The first female driver to receive the District’s 30-Year Safe Driving Award, Mrs. Gauer joined Key System to work on streetcars June 24, 1944.

BIKES WELCOME — AC Transit summer service to one East Bay Regional Park offers accommodations for bicycles. Line 98P-Tilden Park now provides bikers with direct connections from downtown Berkeley to Tilden every day through September 11. The Tilden-bound bicycle buses leave BART/Berkeley for the park every hour from 11 a.m. to 6 p.m. Bikers simply pay an extra 25 cents in fare. The lay-out represents Richmond Division maintenance expertise.
New stamps honor classic streetcars

Transit history enthusiasts — particularly those with a strong allegiance to America’s first major form of mass transportation, the streetcar — may wish to take note of an especially interesting issuance, on October 1, 1983, by the U.S. Postal Service. On that date, in Kennebunkport, Maine, four 20-cent commemorative stamps honoring classic American streetcars will make their debut.

For Bay Area stamp collectors and transit-memorabilia buffs, the new stamps have added interest, since they were designed by an Orinda resident, Richard Leech. The commission represents his first in the area of stamp design. The four designs show something of the evolution of America’s little workhorse rail vehicles. There’s the “John Mason”, an elaborate railed stagecoach pulled by a pair of horses. Noted as the first American streetcar, it was in service 151 years ago in New York City. Another “first” honored by the issue belongs to Montgomery, Alabama, whose electric trolley cars in city-wide service were the first in the nation.

The Postal Service gave a second and well-deserved nod to equine-power in its selection of the third historic vehicle for the commemorative block. It’s the nation’s last horsecar, the “Bobtail”, which served residents of Sulphur Rock, Arkansas, in the 1920’s. That town was chosen as the site of the Postal Service’s unveiling of the new stamps this past spring.

Of particular interest is the fourth stamp in the block, because it honors a line which is still in operation after 148 years! That’s the New Orleans car system which has run along St. Charles Avenue in that historic city since 1835.

Each block features the streetcars depicted in full color against a white background. The “USA 20¢” designation appears in black type as does the identifying line across the bottom of each stamp.

During the ceremonies staged for announcement of the special stamps, recognition was given to the important task of mail delivery performed by streetcars during the late 19th century. By 1896, according to Postal Service statistics, more than a half-million pieces of mail were being carried daily on the hard-working urban vehicles which still occupy a special place in the hearts of transit historians.
At a regular meeting June 8, the Board of Directors:

- Authorized travel of Board member to inspect double-deck bus, on motion of Director Rinehart.
- Authorized General Manager to negotiate and award contract for reconstruction of Division 4 to Sverdrup and Parcel and Associates; and to Vickerman, Zachary, Miller Engineering/Architecture for construction of the new Hayward operating facility, on motion of Director McDonnell.
- Authorized solicitation of proposals for the District's private health insurance benefit plans and the services of William M. Mercer Company, Benefit Consultants, in the solicitation and evaluation process, on motion of Director Rinehart.

At an adjourned regular meeting June 22, the Board of Directors:

- Authorized travel of representatives to American Public Transit Association Annual Meeting October 23-26, on motion of Director Nakadegawa.
- Authorized three-year extension of agreement with Fremont in regard to van service for senior citizens, on motion of Director Nakadegawa.

At an adjourned regular meeting June 28, the Board of Directors:

- Adopted resolutions establishing appropriation limit for tax proceeds for Fiscal 1983-84; authorizing Assistant General Manager for Finance to enter sale/lease-back agreement involving District buses and transfer/lease agreement

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