Our 'Stockholders' Write

I wish to commend Driver Norman Grant for services beyond the call of duty.

I was on an 83 bus coming in from San Leandro, and I have never had a more helpful, courteous driver. He helped an elderly lady with a wheel chair, he helped people with baby carriages, and was most helpful and polite to all the passengers. It is a pleasure to meet such a nice driver; he is to be highly commended.

Nettie Weiss
Oakland

When I got aboard bus #1225 at Milvia and University Avenue, there were two passengers in wheel chairs on the bus. Before I got off the bus, the driver (Cecile Chiles) had to let both of the young men off. This note is to say her attitude and demeanor was that of a lady. It was also a time when the lifts and stairs operated fairly well. This note is to say "hurrah" for the driver (and I guess for the maintenance crew).

N. Green
East Bay

I want to tell you about a very polite bus driver (Luther Benn). He waited at the intersection of Park & Santa Clara to pick up a young girl and senior citizen after the 64 bus signalled him. I sure appreciate most of Alameda bus drivers.

Lillian Hoffman
Alameda

We who ride the 51 Line in Alameda (in the early a.m.) certainly appreciate the days Tom Coffland is on duty. He is always on time, he never has us miss our other bus connections, he is a very reliable and stable person. Morale is great. Passengers are eager and happy to see him.

Jean Margot
Alameda

I have found most AC drivers to be courteous and efficient, but I found Miss Carolyn Sanford to be absolutely the best all-around AC driver in my experience: efficient, courteous, kind, friendly and assertive. She was in complete control of the bus and the passengers and obviously could and would handle anything.

Miss Sanford is to be very highly commended for doing an excellent job.

Mrs. C. Davis
Alameda

We are regular passengers of "J" bus line that leaves El Cerrito BART Station at approximately 3:48 p.m. every day. We would like to let AC management know that we have nothing but praise for our regular operator, Mr. Otis Braggens. He is very friendly, courteous and very solicitous of his passengers.

For us, he is the best driver we ever had.

Signed by 25 passengers

New chief

Kimball appointed General Manager

AC Transit’s Board of Directors has appointed L. A. “Kim” Kimball as General Manager following an eight-month, nationwide search. He assumes his new duties November 1 after serving as Executive Director/General Manager of Denver’s Regional Transportation District.

In announcing Kimball’s appointment, Board of Directors President Michael H. Fajans said, “We considered many outstanding candidates — from within as well as outside the District — and we selected Mr. Kimball as best suited to provide the effective leadership needed in meeting the challenges of coming years.”

Transit pro

Kimball’s extensive background in public transit includes a position as Deputy Administrator and Administrator for the State of Maryland, Department of Transportation, where he served from November, 1974, through September, 1981. This preceded his appointment to the top job in Denver.

Kimball is known in the East Bay through two earlier positions — as BART Assistant General Manager, Administration; and as City Manager, Walnut Creek.

An active member of the American Public Transit Association (APTA), Kimball has served as Chairman of the Federal Procedures Subcommittee; been a member of the Board of Directors and Executive Committee; the Government Affairs and Legislative Steering Committee; and also served as APTA Vice-President, Marketing.

Number five

Kimball becomes the fifth General Manager to serve the District since its formation in 1958. He takes over from Robert E. Nisbet, General Manager since 1978, who is retiring after nearly 28 years of public transit service.

Other General Managers have been
Fleet additions

Gillig gets nod for 134 District buses

A Hayward bus manufacturer received a contract on September 29 to build some 134 new coaches for the District. This is the second time AC Transit has done business with the East Bay firm. In 1982, Gillig won a contract to furnish 142 buses to the District — coaches now in service to East Bay bus riders.

Gillig was one of four manufacturers to submit bids earlier this year on this latest procurement. Award of this contract was voted by District Directors last March, but then was delayed by challenges.

Now, after considerable four-way discussion concerning the challenges — among AC Transit, Flyer, Gillig, and the Federal Urban Mass Transportation Administration (UMT A), which funds 80 percent of the purchase price — the controversy has been settled, according to General Manager Robert E. Nisbet.

At the Board meeting at which the contract signing was approved, Directors were told that the Flyer bid had expired, thereby making Gillig’s bid the lowest. That fact enabled officials of AC Transit and Gillig to sign the contract.

An initial dollar-saving benefit realized in the earlier purchase resulted from the close proximity of the assembly line and District operating yards. The savings in delivery charges (since the buses travel only a few miles), multiplied by the total order, added up to nearly the purchase price of an additional bus.

The $20 million contract will provide continued employment on the Hayward assembly line. Construction of new buses just ordered (similar to the Gillig coaches presently in use) is scheduled to begin next March — with deliveries in mid-1984.

Revised forecast indicates some easing of dollar dilemma

Revised operating costs for the current fiscal year, 1983-84, presented to the Board of Directors October 19, forecast a “nearly balanced budget.”

The projected expenses and estimated income for AC Transit indicate a deficit of $139,000 for District 1 operations (service in the area extending from Richmond and San Pablo on the north through Hayward on the south).

A deficit of $1,064,000 for District 2 (Fremont and Newark) was forecast in the budget report. However, available reserve funds restricted for District 2 operations could be used to offset this amount, Nat Gage, assistant general manager for finance, told the Board.

The new projections are markedly lower than the $3.5 million deficit forecast for District 1 this spring. The lower deficits are the result of labor negotiations, and some continuing reductions in operating costs,” according (Continued on page 6)

Long or tall? Bus styles weighed

Extra-height or extra-length is an issue AC Transit has been studying in connection with present and future needs for high-capacity coaches for use in heavily traveled corridors.

A staff recommendation to the Board of Directors at the October 7 meeting of the policy-makers indicates that for the time being, at least — the District would be better advised to opt for extra-length over the double-deck configuration.

The staff report suggested possible purchase of an additional 34 articulated buses on the basis of their extra capacity and operational expense saving. Currently, AC Transit has 30 articulated buses in revenue service.

The staff recommendation was based on four advantages of articulated buses over double deck coaches. Factors influencing the recommendation were:

• Vertical clearance problems could be created by double-deck coaches which are commonly fourteen feet in height, as opposed to the height of less than ten feet of articulated models. Overhead wires, tree limbs and bridge clearances present difficulties for double deckers.
• Loading and unloading of double-deck buses is hampered by the internal stairway leading to the second level.
• Security monitoring of the upper deck of two-level coaches is more difficult for bus drivers.

The Board directed staff to expand its evaluation of the articulated coaches to determine possible passenger reaction on lines where the expanded-length buses might be used.

The life-giving gift

LIQUID ASSET — AC Transit Personnel Analyst Henry Arrington was one of many District employees who volunteered to give during a blood drive centered at the Downtown Oakland General Offices in mid-October. Monitoring Arrington’s donation is Judy Dybervik from the Blood Bank of the Alameda-Contra Costa Medical Association.

WEIGHING CHOICES — For today’s commuters and the new riders expected from near-future population and job expansion foreseen in the East Bay, AC Transit is seeking a diversified fleet, particularly high-capacity alternatives. Articulated buses have been part of the fleet for several years, but the double-decker is a newer possibility, roadtested here last spring.
Getting involved

Student cited for aiding elderly rider, foiling theft

A UC Berkeley biochemistry student's quick action to assist a fellow bus rider was recognized in a community service citation awarded by AC Transit's Board of Directors late last month.

Kevin Cahill, 20, a passenger on a Berkeley-bound bus one August afternoon, came to the aid of a senior citizen who was being victimized by a young thief.

When the elderly lady was attempting to board the bus, the would-be purse snatcher grabbed her wallet. Bus Driver Henry J. Aguirre immediately set his parking brake and went to the lady's assistance — but by that time, Cahill had already jumped off the bus to give chase.

The thief eventually eluded the two men, but not before dropping the wallet which was recovered intact.

"It's unfortunate that while waiting for police assistance, Mr. Cahill was made the butt of uncomplimentary comments by other bus riders irritated by the delay," commented Chuck Lacy, AC Transit security coordinator.

"Had any of the critics been the victim of this incident, I believe they — like AC Transit and the lady involved — would appreciate the fact that Mr. Cahill did get involved, and at his own personal risk," Lacy added.

Other recent recipients of this rarely-conferred recognition include Driver William R. Benedict, who saved a rider's life by rushing him to a hospital late last year, and Earnest L. Harper and Mike Movessian, also drivers, who were honored for assisting endangered citizens in 1976.

Pared deficits pointed up by newest 1983-84 budget projections

(Continued)

to Gage. He cited the contract agreement reached in August between AC Transit and the Union as being instrumental in easing the expected financial shortfall.

Gage cautioned the Board of Directors, however, that cost estimates were based on trends in recent months, which reflected a substantial decrease in inflation. An upward trend in inflation during the balance of the fiscal year, or any reduction in the expected federal, State, regional or local funding, would impact the projected operating deficits.

AC Transit's current projections call for operating expenditures of approximately $85 million in District 1 this year, and a budget of $6.5 million in District 2 for 1983-84.

Operating expenses for BART Express, East Contra Costa County, and West Contra Costa County services are reimbursed to AC Transit, Gage pointed out, and do not affect the projected deficits for District 1 and District 2.
Actions of the Board

At an adjourned regular meeting September 7, the Board of Directors:
• Scheduled September 28 public hearing relating to federal grant proposal, on motion of Director Bettencourt.

At an adjourned regular meeting September 28, the Board of Directors:
• Authorized travel of additional representatives to APTA Annual Conference in Denver, on motion of Director Rinehart.
• Authorized contract with Gillig Corporation for furnishing 134 new buses (see story, pg. 4).
• Adopted "Plan for Utilization of Small Businesses Owned and Controlled by Disadvantaged Individuals and by Women", on motion of Director Bettencourt.

At an adjourned regular meeting October 7, the Board of Directors:
• Approved series of schedule and route changes on Lines 64, 82, 90, 91, 92, 93, and 93A for implementation December 11, 1983, on motion of Director Nakadegawa.

At an adjourned regular meeting October 13, the Board of Directors:
• Appointed L.A. Kimball to the position of General Manager, on motion of Director Bettencourt (see story, pg. 3).

Safe-driving averages tallied

Three divisions met September's safety goal of averaging at least 13,500 miles per accident.

Newark Division drivers were tops in the month's tally, averaging 38,167 miles per mishap. Seminary's record was 17,680 miles; Richmond's, 13,603.

AC Transit's fleet of buses traveled 2,596,435 miles during the month.