

# Transit-Times



**All signs point  
To busiest  
Year yet**





## Wadsworth ends 'Happy accident'

Gordon Wadsworth is the last man you'd expect to describe his career as "one big happy accident."

The long-time Safety Engineer, who retired this month after nearly 40 years in East Bay public transit, has a natural aversion to the word "accident." But looking over his career, it seems a pretty good description.

As a young man fresh out of college with a mechanical engineering degree and a Depression going on, "you took what work you could get and thanked God for it." He worked in a pulp mill in his native Washington, then put to sea, and finally landed in the Bay Area to work in a ship repair yard.

In July 1933, he joined Key System as an electrician. In 1938 he put in for the only assignment he ever actually applied for, in the Power and Meter Dept., working at the Mole Substation.

After a stint in the Navy, he returned to Key System as a junior engineer. When National City Lines bought control of Key System in 1946, they began to abandon engineering, "and finally I was the only one left," says Wadsworth.

"In 1953 I was given the choice: take



over safety engineering for Key System Transit Lines or find someplace else to work. It was an easy decision!"

One Friday in 1958 he got a call asking him to take over the training function; the following Monday he started in.

In 1961, after AC Transit went into operation, he assumed additional

responsibility for employment of drivers and mechanics.

Fun in the future will be "strictly spur-of-the-moment things." He and his wife, Betty, plan to travel from their Lafayette home to "wherever the mood takes us," and to spend more time with their daughter, Linda, and grandson, James.

## Lauricella goal: 'Staying young'

Frank Lauricella, a man who "always tried to stay young," retired this month after a transit career of 45 years.

Lauricella, a mechanic AA, started as a cleaner on August 26, 1929. He remembers he was paid 32 cents an hour.

Subsequently he held numerous jobs



in the maintenance department, including pitman, wrecker operator, and mechanic, retiring as a building maintenance mechanic and the man with longest service in his department.

"There were many good times and I made lots of friends," says Lauricella, "but there was also lots of hard work."

Lauricella was born in Oakland in 1909 and attended local schools. "But mostly, my education came from the college of hard knocks," he declares.

He and his wife, Josephine, have three children, 13 grandchildren, and are looking forward to the birth of a greatgrandchild later this year.

Frank has no long range plans for retirement other than a trip to New England this fall. He also plans to take up cooking as a hobby, but above all, he says, "I plan to stay young; that's the only way to live."

## Transbay, special fares raised To help offset unfunded deficit

Transbay fares on AC Transit buses will go up July 1 to help pay for increased service and skyrocketing costs.

Cash fares will be increased across the board five cents. In addition, the special discount for commuters will be eliminated.

Fares on buses which operate to special events, such as buses which carry riders to Oakland Coliseum for Raider games, will be raised 25 cents.

### Unfunded deficit projected

The Board of Directors took action on the new tariffs early this month after considering a preliminary operating estimate that projects a minimum unfunded deficit of over \$5.5 million for the 1974-75 fiscal year. The unfunded deficit this year is estimated at \$702,000.

The deficit does not take into account any change in wage or fringe benefits, but is based on the current labor agreement which expires June 30, Alan L. Bingham, General Manager, told directors.

### Labor negotiations

The District and Division 192, Amalgamated Transit Union, are in negotiations on a new labor contract.

The increase of \$4.8 million over the unfunded deficit estimated for the current year was attributed to ad-

ditional service demand and increasing cost of supplies.

As an example of inflationary costs - and the problem which faces other transit districts and business in general - fuel costs for the District were \$692,227 during the 1972-73 fiscal year. For the current year, 1973-74, costs zoomed to an estimated \$1,137,000. For the coming fiscal year, fuel and oil are estimated at \$2,329,000, Bingham explained.

The raise in transbay fares is expected to offset the unfunded deficit by \$1 million while the increase in fares for special service is expected to increase revenues by \$63,000.

### State aid sought

The District vigorously is seeking aid from the State Legislature to provide additional funding during the coming year, Bingham told directors.

The estimate for the new year projects expenses of \$36,518,350; depreciation, amortization and bond debt requirements of \$3,113,055, or a total projected budget of \$39,631,405. Property tax proceeds, at the current consolidated rate of 31.1 cents per \$100 of assessed valuation, are projected at \$10,527,000; local transportation funds at \$4,854,000 and fare box revenue at \$16,810,700.

### REACHING NEW RIDERS

—Searching for new ways to reach off-peak service riders, two four-page inserts were published this month in an unusual medium: The Classified Flea Market. The inserts contained informal articles on places to go and things to do by bus. Flea Market is distributed free through local grocery chains, liquor stores, various retail outlets. Circulation is estimated at 190,000.





## Activity level reaches high peak in June

As AC Transit's fiscal year drew to a close, the level of activity reached a peak unmatched in recent history.

In addition to the regular business of providing public transportation for nearly 5,000,000 passengers a month, the District was neck-deep in a variety of projects involving new services.

- Next month the District expects to commence Dial-A-Ride service in Richmond and midday fixed route service in Fremont.

- Talks continued on details of operating, under contract, express bus extensions to and from BART stations in suburban areas.

- The countdown continued on service changes connected with the start of BART operations under the Bay to San Francisco.

- Planning was underway for the late summer demonstration of two articulated buses from Europe.

### Drivers in training

Dial-A-Ride start-up in Richmond and the new service scheduled for Fremont sent a number of operators back to training.

Twenty-five drivers and nine con-

trollers were involved in Dial-A-Ride instruction, while approximately 200 operators—many of them from the extra board—were receiving training on Fremont streets and routes.

Both services are scheduled to start July 15.

In Richmond, work was proceeding on the cutting down of regular 35-foot coaches to tailored buses, 29 feet in length, suitable for operation of a door-to-door service.

A control room was under construction in a section of the main Richmond Division building.

Graphics were completed to inform

**THE COVER**—Jack Rutherford and Terry French of the Maintenance Department are two of many AC Transit employees busy at work on myriad projects involving new service. Photo at top shows headsign readied for installation in Dial-A-Ride project; below, a headsign for Fremont service.

residents on how to use Dial-A-Ride. In line with the cooperation between the Richmond Model Cities Program and AC Transit, Model Cities workers were planning house-to-house deliveries of informational material. Posters and brochures also were being taken to business firms in the Dial-A-Ride area.

Informational map boards, showing boundaries of the experimental service, were ready for installation at key destinations, including the BART/Richmond station.

### Information, please

A new phone number for Dial-A-Ride—237-7777—and a new toll-free number for transit information for Fremont—797-6811—were added to the District's telephone system.

New headsigns were prepared for coaches designated for both operations; some 250 bus stop poles were being in-

stalled in Fremont, ready for the addition of bus stop signs.

A leaflet, telling Fremont residents about the service being provided by AC Transit under contract with the City of Fremont, was readied for inclusion in bills being mailed by East Bay Disposal.

Buses for the midday Fremont operation were being refurbished; radios were being installed to give the Fremont coaches an electronic contact with Central Dispatching headquarters.

A divided farebox was designed and installed. The design will keep Fremont revenue separate from regular AC Transit revenue and permit an accurate accounting. (Buses will operate in AC Transit service during peak hours and on Fremont lines midday and on Saturdays.)

### BART-connected activity

Meanwhile, talks continued on management level on details of an agreement between BART and AC Transit, whereby the bus system, as an independent contractor, would operate express bus service in suburban areas to and from appropriate BART stations.

Various departments also were moving along on coordination of bus service with start of BART transbay service.

### European "visitors"

The District, along with other transit properties, expects to gain valuable experience on feasibility of using articulated buses with the scheduled arrival of two different hinged buses from Europe.

Coming from Sweden, by way of the Pacific Northwest, is a 59-foot long bus built by Volvo for Stockholm's local transit network. It is scheduled to arrive in the Bay Area in August for a two-week testing period. The bus seats 74 passengers.



**FINISHING TOUCHES**—Maintenance workers wash down one of 13 Dial-A-Ride buses being converted from 35 to 29 feet in length for maximum maneuverability. Door-to-door bus service commences July 15 in Richmond.

An articulated bus manufactured by M.A.N. of Munich, Germany, also arrives in the United States early next month and is expected on the property for a two-week demonstration in September.

The model being sent to this country is 54 feet long and seats up to 52 people. It also accommodates 109 standees.

The M.A.N. bus will be placed in revenue service, giving the District a chance to test the coach and obtain public reaction prior to proceeding with the purchase of new articulated buses for system-wide use.



**SIGNING IN**—Fremont city traffic engineer Myron Harmon checks his list of bus stop sign locations as George P. Spinella, center, and Lonnie L. Kelly, right, prepare to make an installation. The bus stop poles are being placed throughout Fremont in anticipation of service slated to begin July 15.



**TRIP SWITCH**—John R. Ramos displays new farebox he built for Fremont service. Revenue collected in Fremont will be funneled to one side of the farebox by turning key (shown in front). When bus is running in regular AC Transit service areas, revenues are channeled to other side of the farebox.





**FAMILIAR FACE?**—Passengers aboard Len Morrow's bus may not know they're riding with a former champion boxer, but they're likely to discover his winning smile.

## Former boxer puts his left jab to work Greeting passengers for AC Transit

"Aren't you Len Morrow—the light heavyweight who knocked out Archie Moore at the Oakland Auditorium back in '47?"

Len Morrow, one-time undefeated light heavyweight state champion and No. 1 contender for the national title, is new to the ranks of AC Transit drivers. He joined the District's Richmond Division in April. But he is still a familiar figure to those who knew and loved the fight game a while back.

### Big name bouts

His ring career included winning the Northern California Diamond Belt for amateurs in his class and going on to professional bouts with some of the big names in the business.

Besides Archie Moore, he defeated Jimmie Bivins, heavyweight titlist while Joe Louis was in the service; Arturo Godoy, the Chilean fighter who twice met Louis in the ring; Billy Smith, once Morrow's "teacher" who later met defeat at the hands of his pupil; Bert Lytell—and nearly 40 others before Morrow retired in 1953.

"I wanted to be No. 1 in fighting too, but on my terms," Morrow recalls. "When I got within reach of the really big time, the money people began coming around. They said we'll do such and such for you, and in return you get to keep 25% of what you make. I said uh-uh."

"So we dickered back and forth for quite awhile, and finally I decided, well, if that's the way it's gonna be, I guess I have some other things I want to do with my life."

After that, he attended barber college, and still has a little shop in East Oakland.

"I'm a No. 1 barber too," he says with a grin.

Morrow put in a brief stint as a licensed referee, but his favorite job was as campus supervisor at Castlemont and Fremont high schools in Oakland.

Morrow has a wealth of experience just working with his own six children, though he gives most of the credit to his wife, Claressa, a teacher with the San Lorenzo school district.

The Morrow offspring aim for No. 1 as well: Anthony is an AC Transit driver at Emeryville Division; Arlene is with the probation department in Los Angeles; Lenore is in nurses training in San Francisco; Lynne is in pre-med at Stanford; Leonard Jr. is graduating from Berkeley High; Carole attends Anna Head school in Oakland and recently won a scholarship and a trip to Europe to further her musical education (she is a symphonic-caliber cellist).

You might say Len Morrow has had several educations in a lifetime. One lesson he learned young is that "people are like stringed instruments; they respond better to gentle, rather than rough handling."

The benefit of trading his famous left jab for the right light touch with people is obvious in the smile Morrow wears like a champion's mantle. Today the only title he's shooting for is to be "one fine bus driver."

## Continued increases shown

*Impressive gains in ridership and revenue were registered in April compared to one year ago, continuing a 13 month trend.*

*Total passenger revenue for the month was \$1,486,958, up \$182,314 or 14 percent above the \$1,304,644 collected during April, 1973. East Bay revenue was \$721,451, up \$64,068 or 9.7 percent above the \$657,383 put into fare boxes last year. Transbay revenue was \$765,507, up 18.3 percent or \$118,246 from the \$647,261 collected in April, 1973.*

*Commute book sales jumped 24.7 percent, up \$70,862 to \$357,820 as opposed to the \$286,958 collected in April, 1973.*

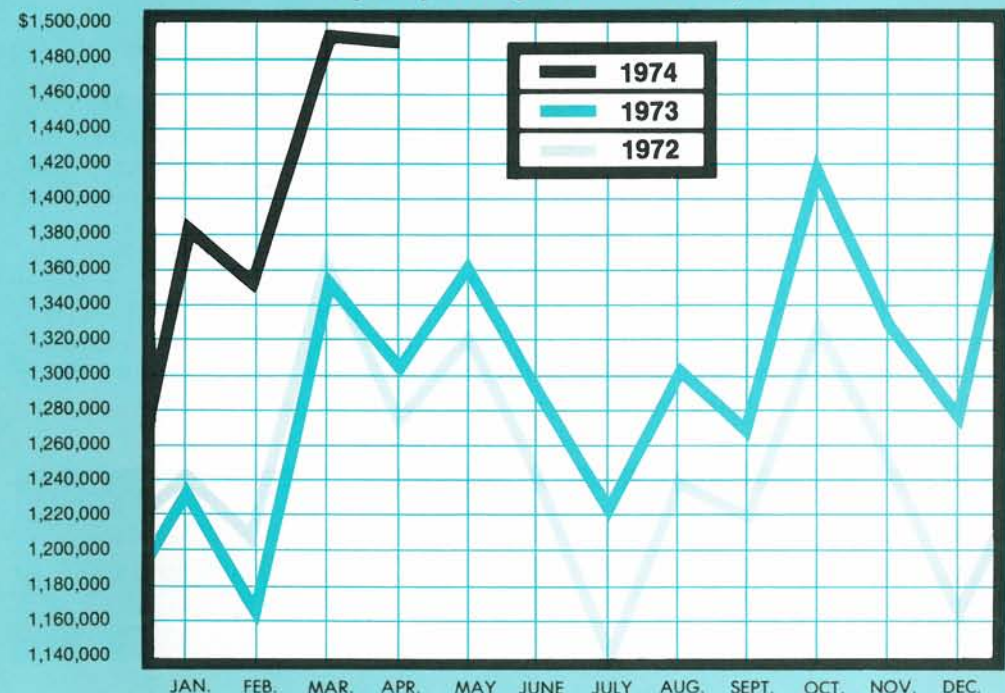
*Buses carried 4,980,475 passengers in April, up 13.3 percent or 584,884 riders above the 4,395,591 carried during the same month last year. East Bay riders totaled 3,434,822, or 332,092 more than last year's figure of 3,102,730, an increase of 10.7 percent. Transbay patronage jumped 19.6 percent with 1,545,653 patrons riding, representing an increase of 252,792 above the April, 1973, figure of 1,292,861.*

*Nationally, the transit industry showed an increase of 10.5 percent in total passengers carried.*

*Operating costs during April were \$2,663,959, up \$470,823 or 21.5 percent above year-ago expenses of \$2,193,136. The system operated 2,356,309 miles of service during April, an increase of 176,741 miles or 8.1 percent compared to the same month last year.*

*Total income of \$2,817,148 left a deficit of \$77,299 after meeting full bond debt requirements.*

3 year passenger revenue comparison







## Actions of the Board

At an adjourned regular meeting May 29, the Board of Directors:

- Awarded contract to Pacific Pipe Co. for furnishing bus stop signs posts for local bus service within Fremont, subject to compliance with specifications, on motion of Vice President Fujii.

- Authorized advertising for bids for 240 king-size and 120 rear advertising frames, on motion of Director Rinehart.

- Authorized advertising for bids for improvements and expansion of existing radio communication system, on motion of Director Berk.

- Authorized advertising for bids for two-way mobile radio equipment for use in Fremont, on motion of Director Berk.

- Authorized General Manager to exercise option to purchase 60 additional locked-type, non-registering fare-boxes, on motion of Director Berk.

- Authorized service adjustment on Line 82, on motion of Director Berk.

- Authorized installation of bicycle racks on bus to Tilden Regional Park and set fare of 25 cents, in addition to regular fare, for transporting each bicycle, on motion of Director Berk.

- Authorized expenditure of up to \$4000 for participation in M.A.N. articulated bus demonstration project, on motion of Director Berk.

- Adopted resolution supporting Proposition 5 on the June 4 ballot, on motion of Director Nakadegawa.

### Transit-Times

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508 16th St., Oakland, California 94612

Telephone (415) 654-7878

Joseph McCord, Editor

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

- Awarded contract to Motorola Communication Systems for two-way mobile radio systems, subject to compliance with specifications, on motion of Director McDonnell.

- Adopted new transbay tariff, including the elimination of transbay fare discounts, increasing all transbay fares by five cents, and increasing special service fares, on motion of Director Rinehart. (See story, Pg. 3)

AC Transit

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