

Databases selected: Multiple databases...

Document View

<< [Back to Results](#)

< [Previous](#) Document 691 of 760 [Next](#) >

|
 |
 |
 |
 Mark Document

Translate document from:

San Francisco Chronicle

No Big Promises From New AC Transit Boss; [FINAL Edition]

[Harre W. Demoro](#). [San Francisco Chronicle \(pre-1997 Fulltext\)](#). San Francisco, Calif.: Mar 5, 1986. pg. 4

Abstract (Summary)

AC Transit passengers should not expect any rapid improvements in the ailing bus system, which has been deteriorating for years, the system's new manager said yesterday.

The secret to improving **AC Transit** is to recognize that it is a "down-home, nuts-and-bolts, folksy operation," he said.

Twenty-five years ago, the buses were sparkling clean and ran on time. Ridership was increasing, not disappearing, and **AC Transit** was considered a national model for publicly owned transit systems.

>> [Jump to indexing \(document details\)](#)

Full Text (389 words)

Other available formats:

Find more documents like this:

Author(s):

Harre W. Demoro

Publication title:

San Francisco Chronicle (pre -1997 Fulltext)

Copyright Chronicle Publishing Company Mar 5, 1986

AC Transit passengers should not expect any rapid improvements in the ailing bus system, which has been deteriorating for years, the system's new manager said yesterday.

Gene P. Gardiner, an ex-bus driver who is AC's third general manager in three years, said in an interview that - unlike some of his flashier predecessors - he plans no high-powered improvement program or major strategy changes for the 700-bus East Bay system.

Instead, Gardiner said he wants to concentrate on running clean buses on time on routes people want to ride.

That will be his main message when he meets with the **AC Transit** board of directors today.

"I've come up through the ranks and I really understand the needs of the people who use the system," he said.

The secret to improving **AC Transit** is to recognize that it is a "down-home, nuts-and-bolts, folksy operation," he said.

He said he will look for small improvements, such as installing more shelters . . . and rerouting buses at Oakland's Jack London Square after the tourist and restaurant area is remodeled.

Gardiner had three hours' notice last Wednesday that he was going to be promoted from operating manager to the top job on a temporary basis. He replaced Nat Gage, the district's finance chief, who had been acting general manager for six months after L. A. Kimball was fired.

Gardiner, 49, was promoted so quickly he will not know until today what his new salary will be. He had been making \$48,000 a year.

The bus system Gardiner took over is far different from the one he joined in 1961 as a driver.

Twenty-five years ago, the buses were sparkling clean and ran on time. Ridership was increasing, not disappearing, and **AC Transit** was considered a national model for publicly owned transit systems.

But AC has not fared well since that time.

First, BART drained away its money-generating Bay Bridge bus service. Today, 230,000 daily riders use the bus system, down about 50,000 since its peak in the early 1970s.

In 1978, Proposition 13 took away **AC Transit's** chief revenue source - property taxes. Today, the agency is scrambling to find \$3 million it needs to keep running.

"We haven't told our story. I want to get the word out," Gardiner said.

[Illustration]

PHOTO; Caption: GENE P. GARDINER / Ex-bus driver takes over

Indexing (document details)

Author(s): [Harre W. Demoro](#)

Section: NEWS

Publication title: [San Francisco Chronicle \(pre-1997 Fulltext\)](#), San Francisco, Calif.: [Mar 5, 1986](#). pg. 4

Source type: Newspaper

ProQuest document ID: 63231089

Text Word Count: 389

Document URL: <http://proquest.umi.com/pqdweb?did=63231089&sid=3&Fmt=3&clientId=17867&RQT=309&VName=PQD>

 [Print](#) |  [Email](#) |  [Copy link](#) |  [Cite this](#) | Mark Document

[Publisher Information](#)

[^ Back to Top](#)

[<< Back to Results](#)

[< Previous](#) Document 691 of 760 [Next >](#)

Copyright © 2008 ProQuest LLC. All rights reserved.

