

Transit-Times

AC Transit

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February, 1969



New future for steam engines?



Actions of the Board

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

- Adopted resolution to dissolve Northern California Demonstration Project, on motion of Director Coburn.

- Set regular meeting of Board on Feb. 19, on motion of Director Coburn.

- Instructed preparation of resolution favoring inclusion of referendum process in any legislation pertaining to creation of a regional government, on motion of Director Bettencourt.

- Adopted routine resolution of intent to levy tax in Contra Costa County, on motion of Director Coburn.

- Accepted report of Advertising and Public Relations Committee relative to advertising and promotional programming, on motion of Director Bettencourt.

At a regular meeting Feb. 19, the Board of Directors:

- Adopted resolution endorsing principle of participation of electorate prior to formation of any regional government agency, on motion of Director Rinehart.

- Authorized additional service on Solano Ave. in Albany; curtailment of some early and late trips on Line 68 in Richmond-El Cerrito, and postponement of action of proposed curtailment of Saturday service on Line 46-87, on motion of Director Bettencourt. (See story, Pg. 4)

- Approved request from City of

Riding on up and up

The District showed a 1.8 percent gain in riding during the 1968 calendar year, with a passenger count of 52,536,507. AC Transit's gain was exceeded only by a New York property. The increase was a reversal of the national trend, which showed a riding decrease of 1.2 percent.

The District has had a total patronage gain of 15 percent since it went into business in October, 1960.

Berkeley to mount litter containers on 64 bus stop poles, on motion of Director Bettencourt.

Adopted resolution commending past president John McDonnell for outstanding service to District, on motion of Director Bettencourt.

Transbay bus travel Shows continued gain

Transbay commuting on public transit has jumped 70 percent since the District went into operation over eight years ago, according to a study by University of California's Institute of Transportation and Traffic Engineering.

Use of public buses for commuting has grown 3½ times more than that of cars, the traffic study indicated.

Buses now are carrying 55 percent of travelers crossing the span during the peak of the commute rush between 5 and 5:30 p.m., the study showed. The figures include riders carried by AC Transit and Greyhound. The District's own commute business has jumped 51 percent since 1960 and is up 5½ percent since last year.

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Government grant gives financial Support to bus test of steam power

It was "full steam ahead" this month on a steam bus demonstration project that may provide noiseless, smog-free, economical and more powerful public transportation.

A \$450,000 grant to the California State Assembly, approved by the U.S. Department of Transportation, cleared the way for installation of steam engines on two AC Transit buses and two coaches of S.F. Municipal Railway.

The buses will operate in normal service for nine months, as part of the two-year experimental program.

Findings are expected to have a powerful effect upon the traveling public — and future decisions involving buses, trucks and cars.

A successful demonstration presumably will have a substantial impact on legislation decision-making involving future development of urban mass transportation programs.

Under terms of the grant, the State Assembly will provide overall project coordination. The Assembly, in turn, will contract with Scientific Analysis Corp. of San Francisco, a non-profit research firm, for day-to-day administration, including management and public analysis.

Engine Specs

SAC, in turn, will contract with International Research and Technology, Inc., of Arlington, Va. The technologists will prepare specifications for bids from engine suppliers, check the installation of the engines and conduct technical testing.

As part of their participation, SAC will take public attitude surveys and make a motion picture covering the entire project history.

Coordinated planning sessions are expected to get underway in April, with six months devoted to system selection, design of test and procedures.



STEAM AHEAD — Modern steam plants to be installed in two District buses will be far different from that in the handsome *Doble DeLuxe*, built at the Doble Emeryville plant in 1924. Owner Bernard Becker of Walnut Creek, who's been "in steam" 42 years, looks at boiler under hood.

In the latter part of the year, District personnel will be checked out on operations and maintenance, during a three-months "test track" program. The steam engines themselves will be thoroughly tested during this time for safety and capabilities.

The two steam-powered District buses then will go into regular service, operating on East Bay lines and across the bridge to San Francisco.

The use of modern steam engines to power public transit vehicles was proposed by Assemblyman John F. Foran, chairman of the Assembly transportation committee.

He said testimony before his committee indicated steam engines are smaller, lighter, require less maintenance, are virtually noiseless, odorless and smog free. They also offer the potential of tremendous power and acceleration, along with economy.



POLICY MAKERS—Members of the AC Transit Board of Directors gather for the administration of the oath of office to re-elected directors by Superior Court Judge Norman A. Gregg, right, of Contra Costa County. From left are Directors William J. Bettencourt, William E. Berk, William H. Coburn, Jr., John McDonnell, Ray H. Rinehart, E. Guy Warren and Robert M. Copeland. Seated as result of their re-election by voters last November were Directors Berk, Coburn and Rinehart.

Approval given to service changes

Additional buses will be added to heavy-used lines next month, to accommodate a growing family of riders.

Improvements include:

Doubling of bus service on Solano Ave. in Albany during afternoon and evening hours and on week-ends by extending additional Line F transbay trips

from The Alameda to San Pablo Ave.

Addition of a bus to intercity express Line 34AC, cutting traveling time for Castro Valley commuters and riders in East Oakland and San Leandro.

Scheduling of new trips on transbay Lines S-Southgate-Palma Ceia, Line N-MacArthur Blvd. Additional buses were added Feb. 17 to Line E-Claremont and Line L-El Sobrante service.

Service Additions

Buses also will be added to Line 91-Sleepy Hollow Ave. and Line 91A-California State College in Hayward.

Proposed discontinuance of combined Saturday service offered by Line 46-Arthur St. and Line 87-Maxwell Park was postponed for further study and report in 60 days after residents petitioned against the move at a public hearing.

Revenue per mile from service has been averaging 7 to 8 cents, while costs per mile range from 75 to 80 cents.

After review by Directors, some early and late trips on Line 68-Garvin-Barrett Aves. in Richmond and El Cerrito were curtailed because of lack of patronage.

Hollywood hasn't called yet, but a group of District workers have aptly proved they can "turn it on" once the television cameras start to roll.

The workers played roles in a television commercial which showed the irritating problems involved in riding in a "car pool" compared to the relaxing travel offered on an AC Transit bus.

The result was so natural and effective, the commercial was picked for a second place award in national competition held by the Television Bureau of Advertising. Some 540 entries were judged in the contest.

Screen credits for the production go to Zada Malinak, E. Sam Davis, Fred Clarrage, W. T. Gauer, along with E. A. Towers and John F. Larson, who since have retired. H. D. White claims honors for directing. The commercial was shown on KTVU, Channel 2 last year.

Improvement program Brightens efficiency And "face" of facilities



NEW LOOK—Off-duty drivers Ausbon McCullough, William T. Draper and Edwin Westcott, from left, try pool table at Emeryville Division. New shoe-shine machine brightens shoes for Cuney Clemons, right, before he goes on duty. Picking up transfers from dispatcher A. L. Lemons is A. L. Gibson. Gilley room got a total "re-doing."



Modernization of facilities was proceeding this month, as part of a District project of improving operating working conditions and efficiency at divisions and offices.

A complete "face-lifting" of the gilley room at Emeryville Division was the first major improvement for the bus drivers' "ready room" since the District went into operation.

New offices were provided for dispatchers and timekeepers. Lockers and locker storage were refurbished. Tables and chairs were refinished, with padding added to seats. A new, dropped ceiling,

with recessed lighting, was installed to improve appearance and use of the room.

The operators also now have a coin-operated pool table for off-duty recreational use and vending machines, which include two for soft drinks, one for hot drinks, one for candy, another for cigarettes and a new machine for pastries. A shoe-shining machine was set up to aid operators in maintaining their "spick and span" look.

The overall program will include improvements to other gilley rooms, maintenance facilities and offices, including the Transbay Transit Terminal.

Retirement ahead for old-timers

Some of the District's "old-timers" — old enough to remember when kids used to soap street car tracks — are among those who have taken their pensions.

Between soaped tracks and pine needles, S. J. Wolfe, 62, of 5034 Fairfax Ave., Oakland, has some pretty slippery memories of when he was "out in front" on the street cars between 1943 and '48.

"But I always got the car stopped—and my cap back down on my head," Wolfe remembers.

After the cars were turned into the barn for the last time in 1948, he became a bus driver.

Wolfe, off ill since July, liked every year of his work, hopes now to do some traveling — "by bus."

W. D. Norman, 65, of 3843 Coolidge Ave., Oakland, with over 43 years in his cap, figures he's done about enough driving and somebody else can take the wheel. He started driving in 1927, after two years as a conductor on the cars.

"We had every variety of bus then — Yellows, Whites, Fords, Dodge, Rios, Fageol, Pierce-Arrow — name it and we had it."

The "Golden Wheel" award winner for September, 1968, Norman was honored as the first operator to tally 20 years without a chargeable accident.

Norman, who made his last run on the 63 line, plans to catch up with yard

work now — "and no driving."

For C. A. Balch, 55, who started as a bus driver with East Bay Transit in May, 1941, retirement brought a switch in homes from Pacheco to a spot on the Willits Road outside of Fort Bragg, and a chance at some fishing.

Before he turned in his brass he gave four grandchildren from San Jose their first ride on a bus. A trip to North Carolina to see other grandchildren is in the offing.

G. W. Marshall, 59, of 4989 Shafter Ave., Oakland, who reluctantly gave up driving when he lost the sight of one eye, is hoping he may have a chance to build on a lot in Lake County. He went to work on the one-man cars in 1935 and 16 months later, became a brakeman at the Key pier.

Marshall became a bus driver in 1940 at Emeryville Division and spent five years on Line 42.

A. E. Ross, 67, veteran mechanic, left in January after an "all out" retirement party. Ross, of 2219 Sacramento St., Berkeley, had a coffee-cake party at work, then was guest of honor at a nighttime surprise party attended by "the whole department."

He became a maintenance department worker in 1943, and was in charge of the unit room at the time of retirement. He plans to remodel a cottage.



A LOT OF SERVICE — Over 128 years of bus driving are represented by veterans who received retirement pins from Dale Goodman, transportation superintendent, Emeryville Division. From left are: S. J. Wolfe, Goodman, G. W. Marshall, W. D. Norman, and C. A. Balch. Years of service ranged from 25 to 43.

AC/transit PASSENGER REVENUE...COMPARISON WITH PREVIOUS YEAR



Passenger revenue holds steady

Business activity leveled off in December, with passenger revenue showing a slight increase, boosted by a growth in transbay riding.

Fare box revenue totaled \$1,144,878, up \$2,197 or .19 percent over year-ago revenue of \$1,142,681. Revenue on East Bay lines was \$655,268, down 1.57 percent over revenue of \$665,727 collected in December, 1967. Transbay income totaled \$489,610, an increase of 2.65 percent over year-ago revenue of \$476,954.

Commuter book sales came to \$195,395, up 16.1 percent compared to sales of \$168,267 for the same month in 1967.

The number of passengers riding District buses totaled 4,171,728, a decrease of .86 percent compared to the year-ago riding count of 4,207,782. Riding on East Bay lines showed a decrease of 1.26 percent, while transbay lines showed growth of .23 percent.

Operation costs for the month totaled \$1,454,581; an increase of \$130,504 or 9.86 percent over year-ago expenses of \$1,324,077. The District operated 2,010,122 miles of service, an increase of 81,033 miles or 4.20 percent above December, 1967 mileage of 1,929,089.

Total income of \$1,590,927 covered operational costs and depreciation, but left a deficit of \$51,613 in meeting full bond debt requirements.

The transit industry nationally indicated a riding decrease for the month of 3.62 percent.

Love blooms on a bus

Romance rides on Line S schedule

Cupid has been riding a regular schedule between San Francisco and Hayward. As result, Judy Keller and Robert Fullerton, both 20, plan to be wed.

The couple met August 7 on the Line S-Palma Ceia bus that leaves the Transbay Transit Terminal at 5:22 p.m. They've been commuting together since.

With engagement plans in the offing, Judy and Robert became the District's first "Valentine", receiving a "heart full" of candy and best wishes from one of their drivers, Richard B. Hilton, 45, 24323 Willimet Way, Hayward.

Because they consider it their "theme", they also received a copy of the "Win a Wife" illustration used in a District advertising campaign.

Judy is the daughter of Mr. and Mrs.

BUS ROMANCE—Driver Richard B. Hilton gives a "heart full of candy" and the District's best wishes to Judy Keller and Robert Fullerton.



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Morris M. Keller of 25805 Calaroga Ave., and Robert is the son of Mr. and Mrs. Clyde Fullerton, 1064 Sumarta St., both Hayward.

After marriage, they plan to live in San Leandro — near a bus line "of course."

Court asked to judge On claims for reward

A municipal court has been asked to decide who gets the \$2,000 reward offered in connection with the robbery and shooting of bus driver R. P. Livingston on June 10.

Three claimants are seeking the money, according to an action for judgement filed in Oakland-Piedmont Municipal Court by AC Transit and Amalgamated Transit Union, Division 192.

The district and the union each offered \$1000 reward for information leading to arrest and conviction of Livingston's assailants. Subsequently, Lawrence Mosley, 22, was arrested, convicted on a robbery charge and sentenced to 15 years in State prison.

Listed as claimants were:

David Brannam, 2119 Carleton St., Berkeley, witness to the crime, who identified the suspect and testified in court.

Mrs. Odessa McElwee, 6610 Dover St., Oakland, mother of the convicted robber, who cooperated with the police investigation.

Livingston, of 9959 Gibraltar Rd., Oakland, victim of the attack.

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