New Transit Bus of Advanced Design
And Styling Soon To Be in Production

A new line of city transit coaches that makes a complete break with the past and offers advanced body styling and a host of other improvements will begin rolling off the assembly line this Fall.

The new coaches are the first completely new models for city use developed by a major bus manufacturer in 19 years, and are similar to transit buses planned for use by the District.

In addition to all-new body design, the new models have greatly increased visibility with large "picture windows," fluorescent lights, improved air suspension and lower entrance step.

Bright-metal, fluted, anodized aluminum is used extensively in side and rear body panels. Streamlined styling is evident in the forward slanting windows,

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Cities Urged To Help Redraft Transit Plan

"Traffic congestion, which threatens to grow progressively worse, affects everyone in the community. It is a community problem. Its solution is a responsibility that must be shared by community leaders."

This statement keynoted the remarks of Transit Director Paul E. Deadrich in a recent appearance before the Hayward City Council.

Deadrich urged the Hayward City Council to extensively review the transit plan of the District as prepared last August by De Leuw Cather & Company with the purpose of suggesting changes and improvements.

"We strongly urge that you give the transit plan your most careful study, so that in its revision the transit program that is presented to the voters will reflect the best thinking of this body and will provide the best public transit operation possible for the City of Hayward," Deadrich said.

More than 100 civic, business, industrial, property and taxpayers associations as well as other city councils in the East Bay similarly have been invited to study the transit plan for possible revision.

The transit official noted that to diminish traffic congestion public transit must be attractive enough to draw people from their private cars.

"In other words, public transit must provide the service people want or they will continue to shun public transportation."

Progressive public transit—an essential ingredient to overall progress and development of the East Bay—is the goal we have renewed our pledge to attain," Deadrich said. "But we will need the assistance and thoughtful consideration of the entire citizenry of the District to accomplish this task."

All-Bus Rapid Transit Is Proposed For Baltimore

BALTIMORE. - Rapid transit without rails has been recommended for Baltimore by the city's prominent commissioner of transit and traffic, Henry A. Barnes.

Barnes proposed a $150,000,000 busway system which would be a network of streets or portions of streets assigned exclusively for use in high-speed bus operations. These busways would be far cheaper to establish and maintain than subways, monorail or any other means of fast public transportation, Barnes reported.

Compromise Transit Bill Sails Through State Assembly; Measure Now Faces Senate Action

Compromise legislation amending several provisions of the Transit District Law was adopted this month by a unanimous vote of the State Assembly.

The legal changes, contained in an amended bill introduced by Assemblyman Jerome Waldie of Antioch, have yet to come before the State Senate.

The compromise bill (AB 752) will make it easier for areas of Contra Costa County to withdraw from the District. It also will allow the District to proceed immediately with preparations for a bond issue by establishing machinery under which the District can set up a special transit service zone within its boundaries.

The changes were based on an agreement reached between the Transit District and the Contra Costa County Board of Supervisors. As originally introduced, the Waldie bill was unacceptable to the District, and the Contra Costa supervisors balked at a district-sponsored measure.

Representing the Alameda County legislative delegation in pressing for passage of the bill, both before committee and on the floor of the Assembly, was Assemblyman Walter I. Dahl of Oakland.

Reasonable Compromise

The compromise provides that any city or unincorporated territory, a majority of whose voters voted against a transit district bond issue, may be excluded from the District through a board order. Exclusion could be initiated either by a resolution adopted by a majority vote of a city council or board of supervisors, or by a petition bearing signatures equal to 10 per cent of the total vote cast in the last District election.

The district-sponsored amendments will give the Board of Directors power to exclude areas of Contra Costa County from the operational part of the District should Contra Costa supervisors fail to seek exclusion of the area.

The bill as approved by the Assembly also would allow general obligation and revenue bonds to be issued for special services zones upon approval by a majority of voters and allow the District to acquire equipment through lease-purchase.

Compromise Success Laid to Alameda County Legislators

Success in attaining compromise transit legislation that could be unanimously supported by the two East Bay counties has been attributed directly to members of the Alameda County legislative delegation.

Robert K. Barber, district president, pointed out that Alameda County legislators insisted that AB 752, as originally drafted, be amended to provide sufficient protection for the residents of their county.

"It was the firm stand taken by these legislators that permitted the author of the bill, Assemblyman Waldie of Contra Costa County to convince the Contra Costa County Board of Supervisors of the necessity of including the amendments requested by the District in order to obtain the cooperation of the Alameda County delegation in securing the legislation desired," Barber said.

He commended the delegation for "recognizing the serious transit problem confronting East Bay residents, and for moving swiftly to bring about changes in the law that will greatly aid in meeting this problem."

Members of the Alameda County delegation include Assemblymen Byron Rumford of Berkeley, chairman; Walter I. Dahl, Oakland; Nicholas Petriss, Oakland; Carl N. Beso, Hayward; Robert W. Crow, Alameda, and Don McFord, Berkeley; and State Senator John W. Holmdahl of Oakland.
UNIVERSITY OF CALIFORNIA
CALIFORNIA SCHOOL FOR
MAP
MOTOR
OF PROPOSED
COACH SERVICE
BERKELEY
ALBANY
AND VICINITY

LEGEND
PROPOSED EXPRESS ROUTES
LINES RECOMMENDED FOR
INCREASED FREQUENCY
OTHER TRANSBAY AND
LOCAL LINES
NEW LOCAL LINES

ALAMEDA - CONTRA COSTA
TRANSIT DISTRICT

UNDER REVIEW—Map shows service initially proposed by Transit District for Albany, Berkeley, Kensington and parts of El Cerrito. Routes and operating frequencies are being reviewed for suggested changes and improvements by more than 100 East Bay organizations before a bond issue is submitted to voters this Fall.
What the Editors Are Saying About Transit

Exclusive Bus Lanes Needed to Speed Downtown Transit

Reprinted from the Des Moines (Ia.) Tribune:

THE CITIZENS traffic study committee has voted to ask the city traffic engineer to study a proposal for reserving the right-hand lanes on Locust, and Walnut Streets and Grand Avenue downtown for bus traffic. The purpose of the plan would be to facilitate bus traffic and, as a result, help the Des Moines Transit Company win back some of the patronage it has lost over the past decade or so.

No one argues that a special lane reserved for buses would bring the customers flocking back to the buses immediately. But one need only stand at a bus stop during rush hours to appreciate what a boon to bus traffic the proposal under study would be. Buses are sometimes held up as long as three or four minutes per block in the downtown area by automobiles waiting to make a right turn or by cars creeping down the lane to pick up or discharge passengers.

The implementation of the plan would involve some drastic adjustments in the downtown traffic pattern. It almost certainly would be necessary, for example, to ban right turning at several downtown corners. A general ban on street parking, at least during rush hours, might also be called for on Grand, Locust and Walnut.

So the proposal does need study. Offhand, though, it appears that the plan would lead to a much more efficient use of the downtown streets for the movement of people—not just vehicles. One fully-loaded bus accommodates more passengers than a dozen fully-loaded automobiles and uses just a little more than twice the street area. Few automobiles are fully loaded.

Fred C. Warden, president of the transit company, believes that the bus lane plan should be extended to several north-south streets in the loop. He is convinced, too, that the plan would benefit car users as a group even more than the bus company and its patrons by facilitating the general traffic flow.

Buses still carry about one of every four persons who travel over the downtown streets and probably one of three during rush hours. The city has provided some tax relief to the bus company in recent years. But this is the first proposal aimed at helping the company provide better service. We believe it deserves serious consideration.

DESIGN FEATURES—Large speedline "picture windows" of sliding sash slant forward to give an impression of motion and provide greater outside visibility for passengers. Step height is reduced to 13⅜ inches to facilitate boarding the new models. Extensive use of fluted, anodized aluminum on exterior of transit buses replaces former painted surfaces, while streamlined design eliminates "boxy" appearance of buses now in use.

Many Improvements in New Bus Models

(Continued from Page 1)

in both front and rear end design, and in such details as clearance lights, standee windows, headlight and turn signal housings.

Improved styling also marks the interior of the coach, where new ideas, new materials, new colors create an inviting atmosphere. Former painted masonite surfaces have been replaced with patterned Melamine panels and anodized aluminum.

The new coaches have push-type exit doors as standard equipment. Other standard features include a new track-type seat mounting rail inserted flush with the floor which allows easy relocation of seats for greater passenger comfort.

A new fluorescent lighting system illuminates the whole coach interior in "white" light, replacing former yellow individual incandescent lamps above windows. Centrally located, running longitudinally down the coach mid-ceiling, it eliminates dark spots, makes the coach interior more inviting to evening riders.

Visibility for the driver has been nearly tripled with much larger windshield. Passenger visibility is also better through the use of larger side and rear windows. Total glass area is 93 per cent greater than earlier models, and fits the general trend to greater use of glass in autos, trains, office buildings and homes.

A new V6 diesel engine delivers more horsepower, and a new heating and ventilating system provides quiet, even distribution of heat. Air-conditioning, which is optional at extra cost, is integrated with the heating and ventilating system.
At a special meeting on February 25, 1959, the Board of Directors:

- Received a report from General Manager Worthington concerning the legislative program of the District. Worthington said a compromise with Contra Costa County supervisors regarding proposed withdrawal provisions had not yet been attained.

- Approved proposed legislation that would allow the District to establish special service zones within its boundaries, on motion of Vice President Bettencourt.

- Adopted a resolution opposing the existing draft of Assembly Bill 752 introduced by Assemblyman Waldie of Antioch, but authorizing support of the measure if District amendments were accepted, on motion of Director Copeland.

- Adopted a resolution declaring AB 752 incompatible with the best interests of the District, and authorizing the General Manager to confer further with Contra Costa County Supervisors to reach a compromise, on motion of Director Copeland.

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At its regular meeting March 4, 1959, the Board of Directors:

- Received a report from General Manager Worthington concerning a compromise on transit legislation approved by the Contra Costa County Board of Supervisors. Worthington said that AB 752 containing Transit District amendments was passed to the full Assembly by the Public Utilities and Corporations Committee earlier in the day with a unanimous “do pass” recommendation. (Details, Page 3.)

- Authorized transfers in budget accounts following mid-year review of District operations, on motion of Director McDonnell.

**PUC Rules on Key Track Removal Costs**

Key System’s obligation to remove train tracks and repair Oakland streets cannot be included in an evaluation of the company’s property sought by the Transit District, according to a recent ruling of the State Public Utilities Commission.

The City of Oakland had asked the PUC to include the track removal program—estimated to cost $509,200—in the price it sets for the Transit District’s proposed acquisition of part of Key System’s properties.

The commission ruled that it has the power to evaluate physical properties only, and cannot include franchise obligations.