Engineers Forecast Financial Loss to AC Transit Under BARTD Operation

An engineering analysis of the future effect of three-county Bay Area Rapid Transit District operations on AC Transit concluded this month that the local East Bay bus system would suffer severe financial losses from the proposed rapid transit operation.

Engineering consultants De Leuw, Cather & Company of San Francisco stated that AC Transit would dip more than $2,800,000 in the red during 1969 if the rapid transit system became operative at that time as planned.

Further, the engineering firm forecast that the estimated annual deficit in 1969 "would increase in subsequent years."

The report, utilizing engineering assumptions of BARTD consultants, attributed loss of income primarily to:

**Transbay Service**

1. "Removal of the transbay bus lines which now provide, and would continue to provide through the year 1969, sufficient operating income to support the entire Alameda-Contra Costa Transit District operation."

2. The addition of feeder bus service to 18 rapid transit stations in the two East Bay counties—which would operate at a "substantial loss."

The report noted AC Transit accrued net operating income of $439,000 in the latest 12-month period ending May 31--and without the advent of rapid transit—should record net operating revenue of $524,000 in the year 1969.

But with the need to tie into the proposed rapid transit system, De Leuw, Cather & Company engineers concluded AC Transit's operating revenues would total $12,235,000 in 1969 and its operating expenses $15,066,000—with an operating deficit of $2,831,000.

**BARTD Assumptions**

The engineering study utilized a number of basic assumptions made by consultants of the Bay Area Rapid Transit District in their development of a rapid transit plan. These basic BARTD engineering assumptions include the following:

1. All transbay bus service operated by AC Transit, except the Treasure Island line, would be abandoned at the time rapid transit began service.

2. Separate full fares would be charged patrons riding an AC Transit feeder bus and then a rapid transit train to San Francisco, with no joint fare provision.

3. Passengers riding AC Transit feeder buses and rapid transit trains entirely within the East Bay would pay a single joint fare. AC Transit would receive 40 percent of the joint fare, or an average of 11 cents per passenger trip. Average East Bay fare presently collected by AC Transit is 18.5 cents.

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Bus Feeders for Rapid Transit Studied

(Continued from Page 1)

4-An estimated 60 percent of the East Bay rapid transit trips entirely within the AC Transit service area would make use of feeder buses, necessitating, in the opinion of De Leuw, Cather & Company, an "extensive" auxiliary service.

General Manager Kenneth F. Hensel said the assumptions by BARTD consultants do not necessarily reflect official AC Transit policy. In presenting the De Leuw report to the AC board of directors this month, Hensel noted:

"Certain engineering assumptions made by consultants of the Bay Area Rapid Transit District were used by De Leuw, Cather & Company in developing future operating results.

"While these assumptions, together with future operating estimates and current operational facts, provide the basis for the conclusions contained in this report, it should be pointed out that these assumptions do not necessarily reflect present or future decisions of policy of this district."

Highway Committee

The study was prompted by a request of the Alameda County Highway Advisory Committee, which is examining the latest plans of the three-county Bay Area Rapid Transit District.

Alameda County Supervisor Francis Dunn, chairman of the highway group, explained in requesting the information, that his committee is making a brief summary of the relationship between the two transit districts, the freeway pattern and the problems of taxation and assessed valuation in Alameda County.

He asked for the information for a public hearing scheduled by the board of supervisors for this month on the rapid transit plan.

In voting to accept and file the De Leuw report, the AC Transit board of directors instructed Hensel to forward its findings to the highway advisory committee.

Richmond Wins Trophy

AC Transit's road call trophy moved back to the Richmond division in June, after spending three months in the glass case at the Emeryville division, a memorial to a consistent record tallied by the Emeryville mechanics.

The Richmond workers took over the traveling trophy with a total of 18,100 miles per road call. In May, the Emeryville mechanics reached an all-time high by recording 23,600 miles per call.

Summer Fun Pass, Free 'Transit Trails' Booklet

Make Sight-seeing Easy

District operations took on a light-hearted, holiday mood this month as an increasing number of riders took advantage of the chance to go sightseeing by bus with the new Sunday and holiday Summer Fun Pass.

Adding to the "adventuring by bus" mood was the distribution of a free "Transit Trails" guide book, welcomed with special enthusiasm by residents and civic groups alike.

The summer pass, sold for 60 cents, was purchased by 442 riders on the first day of sale, July 1, with the top number of sales tallied up on the East 14th Street line between Hayward and Oakland.

On July 4, another 416 passes were sold and on July 8, the total had grown to 351.

The guide book, distributed in conjunction with inauguration of the Sunday and holiday pass, was being requested by hundreds of riders. On the first day of publication, 250 printed and telephone requests were filled and another 1800 copies delivered to park and recreation departments and chambers of commerce for public distribution in the cities served by the district. Personal requests were continuing at the rate of about 100 a day.

Included with the booklet is a list of "Things to Do For Summer Fun"—With AC Transit. Route maps of district service are also included.

Spry Bus Rider Celebrates 100 Years

By Virginia Dennison

When one of AC Transit's oldest passengers celebrated her 100th birthday recently, she got her centennial wish from fellow guests at the Salem Lutheran Home—100 bus tokens.

A sprightly and frequent user of district bus service, Mrs. Mary Louise Bettis had decided that tokens were all she needed for her birthday.

As a result, she was presented by residents of the home with a miniature bus, partly fashioned from tokens—one for each year—at a birthday party held at the home. But the festivities didn't stop there. She also was given a large decorated cake—with 100 lighted candles—and showered with orchids and birthday cards.

An inveterate world traveler, Mrs. Bettis now confines her "gallivanting" to bus trips all over the East Bay and San Francisco several times a week, hopping on and off coaches with the energy of a "youngster" half her age.

A native of Sonora in California's Mother Lode country, Mrs. Bettis lived in San Francisco as a girl and remembers the day (it was Aug. 1, 1871) when the city's first cable car made a jerky and halting trip up Clay St. past her home, a triumph to the genius—and energy—of its inventor, Andrew Halladie.

When the car stopped half way up the hill, Halladie jumped into a wagon and rushed to the power house, where he applied lime and sawdust to the slipping rope, increased the tension, and got the car running again.

Mrs. Bettis, who later became friends with Halladie's widow, saw other cable car lines take the place of the horse cars. When her father moved to Berkeley in 1890, building a house on College Ave., near Dwight Way, she witnessed the East Bay's great era of transit electrification.

Mrs. Bettis since has considered Berkeley her home except when she was traveling or living in Hawaii.

No group was more surprised at her 100 years than the bus drivers who recognize her as a frequent passenger on Line 64, which stops near the Lutheran home.

Operator Glenn Barker presented her with a token holder and 10 tokens in honor of her birthday, adding to the collection to keep her traveling for weeks to come.
Transit patronage continued an upward trend in May, with 4,478,000 riders carried during the month—an increase of 5.4 percent over the same month a year ago.

Transbay commute book sales for the month were up 8.3 percent, showing an increase of $12,653 to $164,884 for total book sales.

Total district income of $1,114,000 was adequate to meet all operational costs, which were up 11.4 percent over May, 1961. Income also provided for amortization and depreciation, but was not sufficient for retirement of bonded debt and a portion of bond interest, leaving a deficit of $90,850 for the month.

As projected at the outset of the fiscal year, the district has been operating under a monthly deficit since last January due to the recent sizeable expansion in service. A more favorable net operating result has been experienced during the year, however, than originally estimated.

Miles operated in May, for example, totaled 1,953,000, an increase of 97,000 miles or 5.3 percent over the same month a year ago.

What the Editors are Saying About Transit

San Leandro Morning News:

Tradition Renewed by Area’s Transit System

WHEN THE EAST BAY was young and gay, the Oakland Traction Company—eager to sell real estate along its tracks—painted one of its streetcars blue and gold and instituted the “Key Trolley Trip.”

Points of interest in the growing East Shore Empire were carefully explained to those who bought a ticket and boarded the 1901-model streetcar at 40th and San Pablo.

Business got so good, another car, using a different route was soon placed into service.

As autos become more and more popular and the streetcar became just another way to go downtown, the trolley trip became less a feature. It was eventually abandoned.

But the idea of using public transit was not lost just because a pair of streetcars were repainted the traditional Key Route orange and demoted to mundane passenger service from Oakland to Richmond—and occasionally out East 14th St. to San Leandro and Hayward.

The Sunday-holiday pass became the thing. As in other cities, these passes were tried in Oakland for a while.

AC Transit has seen fit to revive them beginning July 1.

While it was probably more fun to ride a streetcar around Oakland when the streets were still dirt and the Hotel Oakland was popular—AC Transit’s new Sunday-holiday pass looks like a bargain in this era of asphalt, buses and rubber tires.

If the pass proves a financial success, AC Transit will have revived an old tradition and proven once again it knows what it is doing—and how to do it.

Hiring Office Moves

AC Transit’s employment office has moved back to familiar facilities at the Emeryville division, 45th St. and San Pablo Ave, ending a 19-month stay in downtown Oakland.

The unit, which has tallied up considerable traveling time over the years, came to the general offices at 1106 Broadway after a 12-year period at Emeryville. Previously it was located downtown, moved to 40th and Yerba Buena Ave., back downtown, then out to 45th and San Pablo, returning to the Broadway offices in November, 1960.

The claims department was moved into the fourth floor offices formerly occupied by employment as part of the program to reduce rental office space.
Work Finished on 276 Diesel Coaches; Complete Rehabilitation Project Nears End

With 276 diesel powered coaches rehabilitated and repainted in district colors, AC Transit's biggest job of equipment renovation was nearing completion this month.

The restoration of usable equipment acquired from Key System Transit Lines in October, 1960, also has included the dieselizing and repainting of 20 GMC gasoline powered buses, and the repainting of 30 MAC gas coaches. Scheduled for completion by the end of the month was the repainting of another 10 GMC buses. Only 24 buses will still retain the yellow and green Key System colors at that time.

The job of improving and repainting the acquired equipment to supplement service provided by new buses was estimated to cost $208,105.

Employees Welcomed to Transit District

New employees, welcomed by AC Transit in May and June included:

Emeryville Division
Maintenance: Randlett Wahnee, 634 45th St., Oakland, service employee; Walter Malek, 26249 Elderidge Ave., Hayward, building maintenance.
Bus Operators: W. S. Smith, 241 So. 17th St., Richmond; B. L. Tomlin, 2233 Santa Clara Ave., Alameda; A. M. Yeager, 985 42nd St., Oakland; M. F. Maddox, 840 Warfield Ave., Apt. 6, Oakland; R. S. Cooke, 542 25th St., Oakland; M. J. Boethby, 1811 27th Ave., Apt. 307; Oakland.

Richmond Division
Bus Operators: James Harris, 647 So. 29th St., Richmond; John Slaga, 50 Ramona St., San Francisco; A. N. Ford, 911 Pennsylvania St., Richmond; J. J. Dugan, 135 Carlson Blvd., Richmond.

Seminary Division
Maintenance: Roy E. Breddlove, 460 Edwards St., Crockett; Robert J. Nicks, 3022 De Anza Dr., Richmond; Lex B. Patton, 3903 Solano Ave., Richmond; Jordan S. Leandro, 27752 La Porta Ave., Hayward; Darrell G. Dye, 5466 Hunting-
At the regular meeting July 11, 1962, the Board of Directors:

• Authorized allocation of obsolete 1941 model Twin Coach bus to Northern California Motor Coach Association for historical display, on motion of Director Coburn.

• Accepted and filed engineering report of De Leuw, Cather & Company regarding affect of plans of Bay Area Rapid Transit District on AC Transit operations and finances, on motion of Director Coburn.

• Established position descriptions and salary ranges for claims department personnel, on motion of Director Coburn.

• Approved restatement of policy on purchase of materials and supplies, fiscal estimates, commitment of funds, payment of demands, and disposal of surplus and obsolete materials and equipment, on motion of Director Coburn.

Executive Staff Assignments Expanded

A reassignment of executive staff personnel was made this month in the interest of improved efficiency and inter-department liaison.

Reassigned to new staff assistant positions were George M. Taylor, district secretary, who also will serve as administrative assistant to the general manager; H. D. White, transportation analyst who was named operations assistant to the general manager, and Harold M. Davis, personnel manager, who became executive assistant to the general manager.

Taylor came to the district in 1957 as administrative officer and was appointed secretary in 1960. He formerly was manager of the transit and highway department of the Oakland Chamber of Commerce.

White, was operations executive of airport ground transportation in San Francisco before joining the district two years ago.

Davis, formerly on the executive staff of Key System Transit Lines, was named personnel manager when the district began operations in 1960.