Research on Bus-rail Service to Aid Joint AC/BARTD Operation

Pushing ahead to achieve full coordination of AC Transit service with the forthcoming rapid transit rail system, AC directors this month authorized on-the-spot evaluation of similar joint services already operating in this country and in Canada.

A fact-finding team of district personnel will study integrated transit systems of several other cities to develop guidelines and a set of principles to be followed in coordinating service with the San Francisco Bay Area Rapid Transit District.

Specifically, the following areas of jointly operated service will be studied:

1 - Joint financial and operating agreements for provision of feeder bus service to rapid transit stations.
2 - Level of feeder services during peak, midday and evening hours, including service frequency.
3 - Joint fares and transfer arrangements, plus new methods of fare collection applicable to both train and bus equipment.
4 - Detailed statistical information relating to passengers, revenues and operating costs.

The study group, to be appointed by General Manager K. F. Hensel, will evaluate service coordination in such cities as Toronto, Boston, Philadelphia, Chicago and Montreal.

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State Policy Rules Transit Coordination 'Absolute Necessity'

Development of a fully balanced transportation system in all of California by the year 1985 is a prime, basic objective of the State government.

Robert B. Bradford, administrator of the mammoth State Highway Transportation Agency, told a recent meeting of transit officials that within the next two decades it is an "absolute must that adequate transportation be achieved for people and goods - with the public getting some freedom of choice."

Some 18,000,000 people now live in California, he noted. Within 20 years there will be twice as many.

The State's economic progress is tied in directly with transportation facilities, he warned, adding that all forms of transportation must join together in ultimately providing a balanced transportation system.

"No one form of transportation will bring the solution itself," he declared. For example, an average of only 1.5 occupants travel in autos, and this is "too few occupants."

"The two main ingredients to solve the transportation problem are courage and and
Line Changes Planned to Boost Efficiency

A general “tailoring” of service has been authorized by district directors to make better use of equipment, save expenses where the level of service is no longer warranted, and provide for continued expanded operations where needed.

Service adjustments to keep pace with new freeway construction and with shifts in population and service usage include changes in operating frequency, re-routing and line consolidation.

All express buses on Line N were rerouted on to the new extension of MacArthur Freeway after it was opened, sharply cutting transbay travel time to San Francisco for commuters in East Oakland and San Leandro.

Time Reduction

Between 7 and 10 minutes are saved by present running schedules, resulting in a time reduction for some commuters of about 33 per cent.

An extra bus was added to morning schedules and two buses to evening service, to handle a boost in passengers.

Buses on Line 34-MacArthur Express will be routed over MacArthur Freeway during a portion of the peak commute hours starting June 8.

Six trips on the MacArthur Express originating in San Leandro will enter the freeway at High St. for a non-stop run to Lakeshore Ave. Travel time to downtown Oakland will be cut by as much as 10 minutes. Alternate trips on the line, however, will continue to travel via MacArthur Blvd. instead of the Freeway.

Other service adjustments, scheduled to take effect June 7, include:

**Line 83 (7th St.)** — Operation of a 20 minute frequency instead of 10 minutes between downtown Oakland and 7th and Pine Sts at nights and Sundays.

**Line 88 (Market 12th St.)** — A 30 minute frequency instead of 20 minutes during late night hours.

Changes to take effect June 8 include:

**Lines 18, 60 and 77** — Operating most trips from Snake Rd. and Piedmont Pines routes via Line 18 route to provide direct, faster service to downtown Oakland. Travel time from Moraga Ave. and Medau Pl. in Montclair to 14th St. and Broadway will take an average 25 minutes. Line 60-Broadway Terrace will operate separately in keeping with passenger traffic.

**Line 17 (Alcatraz)** — Present basic service routing to operate throughout day, but eliminating peak hour extensions.

**Line 93 (Hesperian)** — Reduction of frequency to 45 minutes instead of 30 minutes during midday hours and on Saturday between San Lorenzo and Bay Fair shopping center. Discontinuance of service between the shopping center and east end of line at 150th Ave. and Foothill Blvd. during midday hours between approximately 9 a.m. and 2 p.m. Monday through Friday and all day Saturday.

**Line 69 (El Sobrante)** — Operation of 30 minute basic frequency instead of 20 minute frequency during week day midday hours.

**Line 72 (San Pablo Ave.)** — Operation of basic 10 minute frequency instead of 8 minutes during midday hours and Saturdays.

**Express Lines 30 and 32** — Basic 45 minute frequency instead of 30 minute frequency during midday hours. All buses on Line 32 will operate to Fairway Park during the middle of the day, providing the area with 45 minute service instead of the present hourly service.

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That Was No Pumpkin

Coach and Driver Transformed to Take Piedmont Club to Garden Show Preview

The district went “top hat” — with pleasant results — when it decided to match its service with the social importance of preview night at the California Spring Garden Show, held annually in Oakland.

Both the driver and the bus were transformed for the occasion, surprising members of the Bonita Garden Club who had chartered a coach to take them from a dinner party at the home of Mr. and Mrs. David Bardin to the Exposition Building.

The bus also had a “garden-like” air of its own, with abower of carnations and greens framing the doorway. The framework, executed with precision by the district’s building maintenance department, fitted around the doorway to make a “grand entryway” for the riders.

As a final touch, carnation scent was sprayed inside the coach.

Alcock, who stood by at the garden show to return the members to the Bardin home, found he was something of an attraction on his own — and with a need to tactfully convince other would-be passengers that the bus was not in regular service. And also, that top hat and tails were NOT the new district uniform.

Evaluation of Coordinated Transit Systems Authorized

(Continued from Page 1)

Hensel said results of the study will be of particular benefit in the near future when directors of the district will be faced with decisions having far reaching effect not only on residents of the area but on the eventual role the district will fulfill in providing transit service.

Staff members from the district and BARTD have been meeting since last fall to begin developing a program of coordinated rail and bus service in the East Bay. Results of the new studies also are expected to be of great help in similar future meetings between the two agencies, Hensel said.
Please excuse my long and overdue sincere thanks to you (K. E. Davis) for turning in my black bag to the Oakland lost and found department . . . you'll never realize my gratitude to you. Besides necessary traveling articles, there was a pin and a pair of pearls that could never have been replaced . . .

Aline Christalos
Chicago, Ill.

Words of praise are certainly due to (Laura Lee Rikli) . . . I have noticed how courteous, friendly and helpful she is to all—young and old. She always calls out, clearly, the requested street stops and reminds those riders; waits patiently for the crippled and infirm; is courteous and helpful in answering questions and giving directions or advice . . .

Mrs. Elizabeth Kluber
San Francisco

I wish to commend Bill Parsons who was very kind and helpful to me today. I am an elderly lady in a new neighborhood desiring to learn which bus I should never realize my gratitude to you. Besides necessary traveling articles, there was a pin and a pair of pearls that could never have been replaced . . .

Mrs. Mildred Grant
Berkeley

. . . I don't know how often it is that someone writes to tell you of the fine service that your company gives. It may be often or seldom. Many people are probably very satisfied with the service, but never have the time to write and tell you how they feel . . . One of your drivers (M. E. Orona) stands out above all the rest . . . he always has a smile for everyone and always seems to be happy . . . He is very considerate of all the passengers and tries to please everyone. He is a very careful and good driver. He is appreciated very much by his passengers. He is a bright spot at the end of the day.

Gail Sobbe
Oakland

. . . He was an exceptionally efficient and courteous man (H. J. Hunziker) and one of the best I have encountered in many years. He rendered service to all who entered his bus in a most outstanding manner . . . he is an excellent model for all bus drivers, both for service and personality.

Mrs. Carolyn Dobbs
Berkeley

The operator (D. W. Booker) was most courteous to an elderly, hard of hearing woman, accompanied by a little girl. This act is deserving of others knowing it.

Mrs. Annie Lee Hart
Oakland

I'd like to compliment driver (A. S. Donaville) . . . he handles the coach with intelligence and caution . . . the same courtesy he shows to others drivers and gives to the passengers.

Paul Magilligan
Berkeley

TOP DIVISION — Division superintendent N. P. Alevizos, in chef’s uniform, does the “coffee and doughnuts” honors for drivers at Richmond who topped safety goal record four months in a row. Safety Instructor Lloyd Weems, standing, adds his congratulations to, left to right, O. C. Stalker, R. E. Peacock, Harvey Jackson and Bessie Hanson, who were among the division’s 186 drivers being honored.

Richmond Drivers Hit All-Time Safety High

Boosted by a record-breaking 15,293 miles per accident, tallied by operators at the Richmond Division, the transit district hit a new high of its own in April — the best safety average yet.

Miles per accident averaged at the three division was 13,428 — highest total since this method of record keeping was instituted in November, 1961. The current goal is 12,450 miles per accident.

Bus drivers at Richmond could wear an especially pleased look as the result of their individual tally—the top for any division in the same period of time. The division’s 186 drivers drove 382,329 miles during the month.

Seminary division operators added to the average by topping their safety goal with a figure of 14,450 miles per accident.

For Richmond, it was the fourth month in a row that drivers beat their goal in no uncertain style, setting up scores which won them coffee and doughnuts, served in person by N. P. Alevizos, division superintendent.

Richmond operators had a score of 13,281 miles per accident in January; 14,530 — a new record — in February; 13,872 in March and 15,293 in April.

A reduction in accidents, noticeable at all of the divisions, gave the district last year its best annual safety record to date. During the year, Emeryville division operators achieved an impressive record by beating the safety goal nine times during the 12-month period.

More Information

A note or phone call to the transit district—654-7575—will place your name on the mailing list for Transit Times if you are not already regularly receiving a copy of the monthly newsletter.
A chance discovery has brought to light two rare photographs of early trolley cars which enjoyed "high flying" and famous days before they settled to the straight and narrow path of Key Route.

The photos, apparently taken in 1906, show the cars after they arrived in Richmond to give substance to the East Shore and Suburban Railway.

The pictures were found by Thomas J. Ryan, president of the Richmond Museum and a maritime enthusiast, while he was searching for photos of early ships. They were among a dozen or so taken at the time of 1906 earthquake.

One shows Car No. 53 at the Southern Pacific crossing on Macdonald Ave. before the subway under the tracks was built in 1908. At this point, riders got out, looked up and down the tracks, crossed over and embarked again.

Car No. 53 and a sister car, only ones of their type, were purchased for the Eastshore and Suburban Railway in Richmond after an illustrious period carrying visitors to the Louisiana Purchase Exposition in St. Louis in 1904. Built for the fair as the most elegant transportation of the day, the cars were well designed, featuring window posts with beveled mirrors and special seats. They were also one of the first to have air brakes.

After they entered the Key Route fold in 1911, they were numbered 422 and 425 and were used on East Bay lines until scrapped in the 1930's.

The other picture is of Car No. 50, built about the same time, which enjoyed a different type of fame. One of seven of the "Los Angeles standard type" cars purchased for Richmond, this was the car used in "Keystone Cops" movies — and it still rocks along now and then on old TV comedy revivals.

These cars arrived in Richmond, looking like dark red "woven baskets," with open-air seats, but were soon closed in because of "weather conditions." Later re-numbered 411 to 416, they still may be remembered as the "Dinkey" — the 40th St. traction car which ran from Piedmont Station to San Pablo Station and to Ward and Adeline Sts. in Berkeley. Women also would remember them as the "cars with the high steps," much protested during tight skirt days. They also met the scraper's torch in the 1930's.

Operating results presented a favorable picture in March, with passenger revenue totaling $1,082,728, an increase of $40,997 or 3.9 per cent over the same month in 1963. Transbay revenue accounted for most of the increase, reaching $415,915 for the month, an 8.9 per cent boost over March of 1963.

Transbay commute book sales also were up for a total of $181,576, compared to sales of $171,381 for the same period a year ago. This was an increase of nearly 6 per cent.

Department store sales in Oakland, boosted by Easter week, also showed an increase of 2 per cent for the four weeks ending March 28.

The number of passengers carried in March came to 4,495,871. Nationally, the transit industry showed a decrease in passengers of almost 4 per cent for the month.

AC Transit's total revenue for March was $1,289,262 and was sufficient to cover operating expenses of $1,106,014, plus equipment renewal and bond debt service. Costs of operations for the month were up 4.24 per cent. The district operated 1,058,398 miles of scheduled service, an increase of 2.8 per cent over March, 1963.
At an adjourned regular meeting April 29, 1964, the Board of Directors:

- Authorized General Manager to be absent from meeting of board May 27 to attend transportation conference at Stanford Research Institute, on motion of Director Warren.
- Approved assignment to Metromedia of transit advertising agreement with Fielder, Sorensen & Davis upon merger of the two firms, on motion of Vice President Coburn.

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At the regular meeting, May 13, 1964, the Board of Directors:

- Authorized staff technicians to conduct on-the-spot investigation of transit systems now operating integrated bus and rail service, on motion of Director Bettencourt.
- Ratified program of partial self-insurance, establishment of claims reserve fund and personnel practices for employees of claims department, on motion of Director Warren.

**Exclusive Freeway Bus Lanes Under Study**

(Continued from Page 1)

a spirit of cooperation,” Bradford said.

He noted that the State already is cooperating with the San Francisco Bay Area Rapid Transit District in providing bridge toll revenues for the construction of a $133,000,000 rapid transit tube beneath San Francisco Bay.

Bradford, whose administrative jurisdiction includes the State Department of Public Works as well as the State Division of Bay Toll Crossings, went on to say:

“We also are concerned with providing special lanes on freeways for express buses, though I don’t know if we can ever work this out.”

He cited difficulties in determining a suitable location to experiment with exclusive bus lanes and also reviewed operating problems such as whether inside or outside freeway lanes should be used.

But the official said he will continue discussions on the feasibility of exclusive bus lanes with the Federal government which provides a sizeable portion of freeway construction funds.

Bradford spoke in Los Angeles at a regional meeting of the American Transit Association.