Engineering report launches study to Coordinate bay area transit systems

Representatives from AC Transit, the S.F. Municipal Railway and the Bay Area Rapid Transit District got down to "hard work" this month to develop a plan of coordination that is expected to set a transportation pattern for the rest of the nation.

Armed with engineering recommendations heralded "as a historic beginning," the three agencies moved into the work stage of determining how to effectively coordinate the three systems.

Recommendations — including facts, figures and ideas — were contained in the final engineering report of the Northern California Transit Demonstration Project, climaxing a 30-month study.

Historic study

The report was labeled as the first "really coordinated transit study" in the history of the United States, a collection of information that can be taken and used by the agencies to put together a network of bus and rail service.

A joint committee, established by the three transit agencies, will evaluate the engineering recommendations and work toward ultimate implementation of a coordinated service.

"AC Transit feels the report is a launching pad for what will be required to ultimately achieve coordinated service," Alan L. Bingham, general manager of the District, said.

"We consider the report a starting point, an excellent tool for us to use in getting to work on coordinating AC Transit buses and future BART trains."

The engineering recommendations, presented by John J. Curtin of the Philadelphia transportation engineering firm of Simpson & Curtin, include changing existing bus routes in the East Bay and San Francisco to provide feeder service to BART stations.

A minimum adult fare of 25 cents was (continued on page 3)
New pattern of transit, with boost in total revenue, seen by engineers

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suggested by the engineers for all three systems. This would require Muni to raise its fare of 15 cents and AC Transit to eliminate 20-cent token fare.

Total passenger revenue for the three systems is expected to rise 150 percent.

The engineering plan is projected to produce an overall gain of 87 percent in the number of revenue passengers by 1975. Operating costs are expected to rise 75 percent, to $74 million.

"Nearly one out of three transit trips in 1975 will use BART for at least part of the journey," the engineers found.

A decrease is projected for AC Transit's transbay patronage - from 33,000 bus rides daily in 1965 to only 2,000 rides in 1975. The engineers expect the loss in transbay and arterial travel to be offset by "picking up a high proportion of feeder trips to BART stations."

Approximately 57 percent of AC Transit passengers will be using the buses to connect with BART trains.

Gain for AC Transit

The net result will be an overall gain of 14 percent in passengers handled by AC Transit, but for trips of considerably shorter length, the engineers said.

The report concludes that 16 new feeder routes should be planned, including 11 in eastern Contra Costa County and seven in southern Alameda County, areas which presently are outside AC Transit service area.

The impact of BART on the Muni system is not expected to be as great as that on AC Transit, the engineering report declared. Adult transit trips in San Francisco are forecast to show a 20 percent gain by 1975. BART is expected to share this market with Muni, but Muni is expected to keep three-fourths of it.

Deficit operations are expected to continue at AC Transit and Muni despite an increase in volume of patronage. However, the engineers estimate the three systems will be closer to a break-even point in 1975 than the two existing operations are at the present.

The NCTDP study devised methods of providing reduced combination fares to transfer patrons that would make use of BART's automatic collection system, but not require installation of special, costly equipment on AC Transit buses.

Recommended was a system whereby a patron from either AC Transit or Muni would pay the regular surface fare and receive a BART exchange ticket, good for the return surface ride without added charge.

The AC Transit system was projected to need 500 coaches in 1975, as compared to the present fleet of 683 buses.

Change in network

The engineering report proposed for the AC Transit system a network of 48 basic routes, including six transbay and two East Bay express lines, one special route to Treasure Island, 13 arterials and 26 crosstown and feeder routes.

The engineers estimate only a minimal reduction in AC Transit manpower. The work force is projected at 1371 in 1975, AC Transit currently has 1456 employees, an annual turn-over of approximately 140 workers.

The board of control for the study agency includes the general managers of the three transit properties, Bingham of AC Transit, James K. Carr of the San Francisco Public Utilities Commission, operator of the Muni Railway, and B. R. Stokes, of the three-county Bay Area Rapid Transit District.

NCTDP project director E. Sam Davis served on the study during a recent leave of absence from his position as director of research and planning for AC Transit.
In Memoriam

Death comes to transit veterans

Mrs. Elda L. Stegmiller, senior clerk in the maintenance department at Seminary Division, died on Nov. 15. Mrs. Stegmiller, of 3950 Sequoyah Rd., Oakland, joined the Key System in 1944 as a clerk at the Second Ave. car barn, moving to the Seminary Division in 1950. A senior clerk since 1954, she worked in the maintenance department office. Survivors include her husband, Laurence, and two sons.

Death came on Nov. 18 to one of the "old-timers" among pensioners, James B. Rutland, 89, who worked as a brakeman, switchman and conductor for railroads across the country before going to work for Key System in 1908. He remained for 40 years, retiring in 1948. Mr. Rutland, who had lived in Berkeley for 54 years, served as acting business agent and vice president of the Carmen's Local during the 1930's.

New workers added to District rolls

New District workers are:

**Executive Offices**
Carol S. Wolf, Oakland, public relations, secretary, and Helen F. Pueppke, Union City, senior secretary.

**Emeryville Division**
Schedules: Neil Bjornsen, Concord, traffic checker.

**Richmond Division**
Bus Operators: W. A. Anderson, Berkeley; W. C. Wilson, and Hollis Nelson, Jr., Richmond; W. E. Cranshaw, Oakland.

**Seminary Division**

Transit veterans

Arthur R. Schroeder, 79, of 9430 Walnut St., Oakland, pensioned in 1952, died Nov. 19. He entered service in 1920 and worked at Eastern and Central Divisions before becoming a flagman.

Lonnie L. Barker, 70, who worked from 1935 until he was pensioned in 1962, died on Nov. 28. Mr. Barker, of 3802 Shafter St., Oakland, started at Western Division and transferred to Emeryville Division in 1947.

John Radich, 74, of 5215 Congress Ave., Oakland, pensioned in 1958 from the Way and Structures Department, died on Nov. 30. He entered service as a temporary laborer in 1935 and was made permanent in 1938. He was a crane operator with the train maintenance gang with Key System.

John D. MacDonald, 83, a supervisor when he was pensioned in 1947 from the transportation department, died on Nov. 25. He lived at 1263 Trestle Glen Rd., Oakland. Mr. MacDonald entered service in 1913.

Employees turn out in United Crusade giving

District workers "dug deep" again this year to pledge $18,929 for the United Crusade, representing participation on the part of 1,188 employees.

With the drive completed, 97 of the workers had pledged an hour's pay each month as their "Fair Share" of giving. Bus operators again led the field in giving, indicating their recognition of helping the public they meet day to day.

The total failed to reach last year's record high, however, when $17,494 was contributed. It was the first recent decrease in United Crusade giving.

Emeryville Division transportation again was tops in fair share givers and per capita contributions.

Communities help boost new service

Enthusied participation on a community level rolled experimental service improvements off in high gear this month.

In Alameda, inauguration of the first commuter express was toasted with coffee and doughnuts, served to civic and business leaders. The bus stop preview included a ride on the new Line 35 Alameda-Oakland express to the center of downtown Oakland and return.

In East Oakland, a dozen neighborhood groups cooperated in door-to-door distribution of information on transit improvements affecting three neighborhoods west of East 14th St.

Working under coordination of the East Oakland Neighborhood Organization, Inc., the groups distributed data to homes and business establishments.

Drivers seat — President of District's Board of Directors, receives congratulations on new bus service from Ralph M. Smith, general manager, Alameda Chamber of Commerce and William M. McCall, right, Alameda mayor.

Signs of time — Maintenance worker Jack Rutherford works on new express signs.
Passenger revenue and the total number of riders carried showed an increase during October, with transbay riding continuing a pattern of steady growth.

Fare box revenue reached $1,253,575, an increase of $54,633 or 4.56 percent above revenue of $1,198,952 collected in October, 1966. Revenue on East Bay lines was up 2.83 percent, while transbay revenue tallied an increase of 7.06 percent.

The number of passengers carried during the month totaled 4,721,363, up 3.2 percent over the riding tally of 4,574,832 made during the same month a year ago. East Bay riding was up 2.36 percent, while transbay riding showed an increase of 5.63 percent, as compared to the previous October.

Commute books sales continued to gain, with sales of $206,267, up 6 percent over year-ago sales of $194,526.

Operation costs during the month totaled $1,370,314, an increase of $117,580 or 9.39 over costs of $1,252,734 for the same month a year ago. The District operated 2,038,409 miles of service, an increase of 69,015 miles.

Total income of $1,669,023 was sufficient to cover operational costs, depreciation and bond debt requirements.

Buses added to meet boost in commute riding

Increased commute riding resulted in the addition of buses to transbay Bancroft Ave. Line K, and to Line S service between San Lorenzo and San Francisco. An additional coach also was put into service on Line 36—Washington Manor Express. A new record for the Sunday pass was tallied Nov. 19, when 1705 passes were sold. The previous high was 1750, sold Aug. 7, 1966.

Passenger revenue for the month was $1,669,023, a gain of $74,717 or 4.7 percent over the same month a year ago. The District operated 1,198,952 miles of service, an increase of 4,562 miles above Oroville.

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Retirement ahead for workers

If you watch a pot, it never boils. At least, that was the feeling of Lela V. Liebig, who retires effective Jan. 1 after 23 years of making up transfers for district drivers.

On her last working day at Seminary Division, Lela expected "coffee and cake" and kept watching the water—and wondering why nobody was doing anything about making coffee.

"I finally decided I'd make some myself, but I couldn't find the measure. I was watching all right—but I was watching the wrong place."

Instead of the send-off she expected, Lela was treated to a real surprise party, staged in the training department.

Along with coffee and cake, she was presented with a watch, a purse, "sweetened with money rolls" and a number of other gifts.

Lela, who lives at 927 E. 19th St., Oakland, plans to spend much of her retirement riding her three horses on her ranch in the Mother Lode near Jackson.

Travel—to real far-off places—is in the plans of John J. Brodniak, 73, mechanic A at Emeryville Division, who wants "the last thrill of the sea."

LAST WHISTLE — John Brodniak finished job in Emeryville maintenance before retirement. Lela Liebig admires watch given her by fellow workers as surprise.

Brodniak, of 3544 Boston Ave., Oakland, got his taste of the sea years ago in the engine rooms of freighters.

He is planning a trip to Japan by boat, a flight to Hawaii, and another boat trip through the Panama Canal.

He started in 1945 in the Emeryville shops and is the man who has made the tools for buses that "couldn't be bought," grinding whatever has been needed.

For Clifford E. Huny, 62, operator at Emeryville Division, retirement will give him the chance to finish his cabin on the South Fork of the Feather River, 30 miles above Oroville.

Huny is interested in hunting, fishing and rock collecting.

He went to work in 1945 and spent 22 years on Line 51—the last 16 years driving a night shift.

Also retiring after a year's illness, was Albert H. Penner, 63, 4012 Edgemore Place, Oakland, mechanic A at Emeryville Division, who started work in 1942.

Leaving Richmond Division was Fred Slaughter, 65, service employee A of 859 S. 45th St., Richmond. He started work in 1945 and had been at Richmond Division since 1958.
At an adjourned regular meeting Nov. 22, the Board of Directors:

- Adopted resolution amending rules and regulations on travel, on motion of Director Rinehart.
- Authorized General Manager to secure insurance coverage for riot, civil disturbance, vandalism and malicious mischief, on motion of Director Rinehart.
- Accepted recommendations concerning District's over-all insurance program, on motion of Director Rinehart.
- Authorized renewal of excess liability insurance at end of initial two-year period, to take advantage of favorable rates, on motion of Director Rinehart.

At a regular meeting Dec. 13, the Board of Directors:
- Authorized replacement of 12 fleet automobiles and a truck, at an expenditure of approximately $26,000, on motion of Director Rinehart.
- Authorized bids for 15 to 60 new buses, on motion of Director Coburn.

Express hits new record

In fare box revenue

InterCity East Bay express lines tallied a new revenue record of $3353.01 on Dec. 4, date for start of Line 35—Alameda-Oakland Express. The previous high dropped in fare boxes was $3349.56, made on Dec. 12, 1966.

The new peak-hour express also was showing healthy growth. The number of passengers using the freeway service to downtown Oakland increased 40 percent in one week, growing from 119 on first day to 167 on the following Monday.

New vehicles to replace

Old District equipment

A regular program for District automobile replacement was activated this month as directors approved retirement of 12 older model cars and a truck.

The board took action after it was pointed out the old vehicles had an average mileage of 162,000 miles and had been fully depreciated.

They will be replaced with new vehicles, costing approximately $26,000.

The equipment will be used in supervisory operations.