Action taken for District to pilot Study into reduction of bus hold-ups

A study into ways to reduce assaults and robberies against bus drivers was set in motion this month with AC Transit as the pilot.

From the study is expected to come the most promising methods for reducing such crimes—of growing individual and national concern.

Actively participating in the study with the transit district would be the U.S. Government and the national headquarters of the Amalgamated Transit Union. Also cooperating would be transit properties across the nation and experts in the field of crime detection and prevention.

The project, under study since last July, moved from the planning stage into detailed proposals with the authorization by the Board of Directors for an application to the U.S. Department of Housing and Urban Development for a demonstration grant to finance two thirds of project costs, estimated at $300,000.

Union Participation

The HUD grant would be augmented by $100,000 contributed in cash and personal services by the ATU and participating transit properties. AC Transit's share was estimated at $30,000.

The project will be concerned primarily with gathering and evaluating data and in determining technical feasibilities of various proposed solutions. Results of analytic studies will be supplemented with small-scale experiments to verify practicability of some of the proposed methods.

The study is expected to continue over a 12 to 14 month period.

While AC Transit would be administrator, a council of ATU and transit property representatives would act as advisors, providing valuable crime data based upon local experiences.
Bill to exempt transit from diesel tax wins support of administration

Legislation, which would significantly aid AC Transit in its efforts to find additional sources of revenue, was introduced in the State Senate this month with the blessing of Governor Ronald Reagan.

The governor said he would support a bill exempting urban transit systems from paying state tax on diesel fuel. The bill, introduced by Sen. James R. Mills, D-San Diego, has 35 of the 40 members of the Senate signed as co-authors.

**Savings to District**

The exemption would save the transit district some $330,000 next year—equivalent to nearly two cents on the property tax rate.

In its fight to meet expenses without resorting to a fare increase or cut in service, the District also has asked the State Toll Bridge Authority to reduce the present 50 cent charge paid by buses crossing the Bay Bridge.

Alan L. Bingham, general manager, told the Authority the District must meet rising costs. He ruled out an increase in taxes in light of the "already overburdened property taxpayer."

The Bridge Authority agreed to study the problem, but set no date for a decision.

Although generally opposed to any legislation diverting funds from highway construction, Gov. Reagan gave his blessing to the Mills bill after he was assured the measure would benefit persons who lack jobs as well as property owners who otherwise might pay more taxes. A similar bill, introduced last year, passed the Assembly by a 70-6 vote but died in the Senate Transportation Committee. This year the Mills bill was referred to the Senate's Governmental Efficiency Committee.

AC Transit goes to school

Classes on a bus—training instructor George Silva gives students at Prescott School in Oakland information on the correct—and safe way—to ride a bus. AC Transit "classes" in bus riding were a feature of a two-day school health and safety fair.

**Act of kindness—between races**

As an "American black woman," Mrs. William W. Oliver, 202 Oregon St., Berkeley, found the prompt return of a lost wallet an "act of kindness" between races that should receive public notice. AC Transit, in turn, felt her letter expressed a fine philosophy that deserved sharing. The letter, addressed to R. M. Detloff, superintendent of Seminary Division, follows:

Dear Sir:

I would like to recommend for driver of the month W. S. Lineback, who drives on AC Transit's Line 43. On Jan. 13, 1968, while changing buses at Shattuck and University Aves. in Berkeley, I lost my wallet containing $249. Shortly afterwards, I realized I had lost it. After a hysterical minute or two, I called AC Transit Information. I was assured they would do all they could to help me recover my wallet. They contacted the driver by radio. In a few minutes I had received my wallet and went on my way.

This may seem like a normal incident in the life of a bus driver. However, I feel differently.

I am an American black woman. My husband is a serviceman of 22 years. We were stationed in Europe during the long hot summers of 1963, 64, 65. We were there during the Watts riot, the bombing of the churches in Alabama and also the assassination of President Kennedy. All these tragedies and many others were shown on European television. Many of the German people seemed to feel that the United States was a country of violence and evil men.

Once a salesman said to me: 'Why are you here Why is your husband risking his life in the army? You have no country. How can Americans condemn the Germans for their treatment of the Jews? In America, the white man bombs the black man's churches and murders his children.'

I was embarrassed terribly. I said to him: "In America we do have our problems. There are both good and evil men of all races. It is just that the acts of kindness go unmentioned while the acts of violence are telecast all over the world."

I feel that the acts of kindness between the races should also be given publicity. This way people would have a clearer picture of what is really going on in America.

Mrs. E. Oliver, wife of M/Sgt. William W. Oliver S.F. Presidio

**Sightseeing tour scheduled for summer**

Residents and tourists will have a new bus-eyed view of East Bay attractions during the summer months with an expanded sightseeing tour operated by the District.

The tour, which makes use of buses during off-peak hours, will follow a routing through four cities — Oakland, Alameda, Piedmont and Berkeley. It will be offered from May 30 through Labor Day, Sept. 2, and will operate daily.
Increase in transbay riding gives District Rosier revenue picture for six months

AC Transit checked up a "rosier than expected" financial picture during the first half of the 1967-68 fiscal year, aided by a continuing increase in riding on transbay lines.

Revenue for the first six months totaled $8,419,600, an increase of $1,011,184 or 14 percent over the same period of the 1966-67 fiscal year, according to John F. Larson, treasurer-controller.

Buses carried 7,001,700 transbay passengers during the six months, an increase of 184,200 riders or 2.70 percent over last year.

Total deficit for the period was $1,844,058, up $405,695 over the comparative fiscal period. East Bay riding virtually held its own, with a decrease of 0.53 percent.

Total passenger count was 25,653,450, up 0.33 percent. Expenses increased by $494,462 or 6.5 percent to a total of $7,419,600, an increase of $101,184 or 1.4 percent over the same period of the 1966-67 fiscal year, according to John F. Larson, treasurer-controller.

Public information manager named

Dennis J. O'Connor, 29, former Los Angeles public relations executive, moved from the field of finance to transportation this month as public information and advertising manager of the District.

O'Connor, named to the post by Alan L. Bingham, general manager, previously was public relations director for Lincoln Savings and Loan Association of Los Angeles, one of the nation's largest savings firms. He was active in the association's sponsorship of "Great Moments with Mr. Lincoln," seen by 3,000,000 visitors a year at Disneyland.

O'Connor also helped in the founding of the Abraham Lincoln Historical Center, one of the firm's noted achievements. Along with public relations promotions, he was active in advertising.

Former University of Southern California footballer, O'Connor has a master of business administration degree in marketing from USC. Reared in San Francisco, O'Connor also has an associate of arts degree from City College of S.F.

While in Los Angeles, O'Connor was chairman of the urban development committee of the Los Angeles Junior Chamber of Commerce and was active in civic affairs in the southern California city.

Contract awarded for Purchase of new buses

To meet passenger needs

Peak hour equipment needs will be eased in the next two or three months with the delivery of 15 new buses, ordered by the District to keep pace with increases in commuter traffic and service for special events.

Contract was awarded to General Motors Corp. for 10 of the 51-passenger coaches, 40 feet long and 102 inches wide, and five smaller, 45-passenger buses, 35 feet long and 96 inches wide, at a total cost of $494,354.

Faced with an equipment shortage, the Board of Directors found the ability of General Motors to deliver the larger buses before May 30 and the smaller buses before April 30 an important factor in the contract award.

Total cost, including base price, alternate seats, sales tax, cost of loading and freight charges, were almost identical between the two bidders, General Motors and Flexicible Co. Flexicible did not bid on the narrower coach, nor could they promise delivery before Aug. 30, directors found.

The purchase will bring the District's fleet of new buses to 477.

A bus is a bundle of ideas

To other drivers they may be passengers, but to Lewis E. Gilmore, 35, it's riders—and ideas—that walk through the door at every pick-up he makes while driving a District bus.

A talented cartoonist, Gilmore sees his bus as a "big computer. The people feed through the door, wheels start turning, everything rolls, they walk out the door again."

"Everything that can possibly happen seems to happen on a bus. There's a situation on every trip. Whether it's good or bad, I think it's wonderful. It's made to order for a cartoonist and I get ideas all the time. I can hardly wait to get home to get to the drawing board..."

What might be a "grip" to another operator is a cartoon for Gilmore and he looks upon ALL riders with happy, creative eyes.

"Like complaints about more time on transfers. I got to thinking I wish I had a transfer seven feet long to please everybody. So I drew one."

Gilmore's experiences with BART construction on Broadway have led to a series of cartoons which can be appreciated by anyone involved in crane dodging, hump riding and detours.

An operator with the District for over five years, Gilmore has been fighting the "Broadway battle" at the wheel of buses on Line 59-76.

A "doodler" most of his life, Gilmore moved to the professional field with his cartoons 10 years ago. He has been an animator and altogether successful enough to pay for the swimming pool at his home, 1807 Ardith Dr., Pleasant Hill.
Old-timers take their pensions

Retirement whistles have blown for a group of transit veterans, including probably the only train motorman who ever knocked a handcar into the bay.

Karl F. Zang, 61, of 3051 Rollingwood Dr., San Pablo, added his bit to transportation history in 1939 while taking a train from the Key System pier to San Pablo Station.

"I had the best unit that went out that day and I was really wheeling. I came around the bend—and there on the track was a handcar."

"I pulled the whistle and threw it in the big hole—giving the brakes the full air pressure. I really hit the car and it sailed way out in the bay and sank."

A long-time miner who "powdered tunnels" in Colorado, Arizona and Montana, Reeves survived a broken back, lung operation and heart attack — and feels he's in "better shape than ever" now to enjoy his rock-hunting jaunts.

"I was among the first seven drivers who "opened up" the San Francisco Bay Bridge in 1937. A Seminary Division pioneer, he spent over 20 years on the 80 Line before ending up his time behind the wheel on the 91 line.

C. A. Cramer, 1090 43rd St., Emeryville, has found his driving years "a wonderful experience. I've enjoyed the whole thing."

Cramer went to work on the streetcars in 1945 and moved over to bus driving in 1947. He plans to do his next traveling this summer, along the Eastern seaboard.

Garfield Martinez, 65, a veteran of 19 years of service, most of it as a motorman in 1945 and pulled the last B train from Trestle Glen to the yard when the trains went off in 1958. Martinez has "housework and yard work" ahead at his home, 624 Mangels Ave., San Francisco.

Death takes well-known transit worker

Death came unexpectedly this month to Mrs. Rosemary "Mickey" Dorr, senior clerk in the maintenance department and a veteran of 19 years of service, most of it at Richmond Division.

Mrs. Dorr, of 299 Mather St, Oakland, was well remembered for her witty contributions to Key System publications and to "Wheels," newspaper of Division 192 of the Carmen's Union.
At an adjourned regular meeting Jan. 24, the Board of Directors:

• Awarded contract to General Motors Corp. for furnishing 10 large, 51-passenger coaches and five smaller 45-passenger coaches, on motion of Director Rinehart. (See story, Pg. 4)

• Recommended extension of service on Line 87-Maxwell Park, on motion of Director Coburn. (See story, Pg. 8)

• Approved operation of summer sightseeing tour, on motion of Director Coburn. (See story, Pg. 3)

• Authorized application to U.S. Department of Housing and Urban Development for grant to help finance study into ways to reduce assaults and robberies on buses, on motion of Director Coburn. (See story, Pg. 1)

At a regular meeting Feb. 14, the Board of Directors:

• Approved allocation of $1,289 as District share of expenses to complete final report of Northern California Transit Demonstration Project, on motion of Director Bettencourt.

• Reappointed Director Bettencourt as member and Director Copeland as alternate member of Bay Area Transportation Study Commission, on motion of Director Warren.

• Authorized Assistant General Superintendent of Maintenance to receive Fleet Owner Maintenance Efficiency Award and inspect bus cleaning equipment, on motion of Director Coburn.

New service improvements scheduled

Service will be extended March 4 on Maxwell Park Line 87 from Ruth and 55th Aves to MacArthur Blvd., providing direct transbay, East Bay intercity express and crosstown connections. At the same time, week-day frequency will be increased on MacArthur Blvd. Line 57-57C, with buses operating every 15 minutes during midday hours instead of every 20 minutes. With the Maxwell Park extension, riders will be able to transfer to transbay Line N, express Line 34 and crosstown Line 57. By routing the extension along 55th Ave., the District will be providing the first bus transit for that area.