Bus tour offers scenic look at East Bay
Tax relief bill

Legislation which would provide important financial aid for AC Transit and other urban bus companies in California has passed the State Senate, with the blessing of Governor Ronald Reagan.

The measure would exempt urban transit systems from paying six of the seven cents state tax imposed on diesel fuel. The saving to AC Transit would amount to about $280,000 in the coming fiscal year, according to estimates of John F. Larson, treasurer-controller.

The bill, authored by Sen. James R. Mills, D-San Diego, was expected to pass the Assembly without delay. A similar bill passed the Assembly last year, but died in the Senate Transportation Committee.

This year, the bill was approved by the Senate by a vote of 32 to 0. Under the measure, transit companies will continue to pay one cent of the tax as their share of maintaining the state highway system, although most buses run on local streets and county roads.

Statewide, the savings to transit properties is estimated at $2,000,000.

The bill carries an emergency provision making it effective July 1 of this year instead of the usual date of 90 days after close of the session.

Death comes to veterans in transit's past

Harvey Stotts, 56, of 4335 E快餐街, Oakland, pensioned Feb. 1, 1945, as a bus driver, died April 14. He entered service in 1920.

Robert Reid, 87, of 8236 Locality Ave., Oakland, who entered service in 1908 and retired as a motor coach operator in 1943, died April 17.

Trip of discovery

Bus tour to show scenic East Bay

A bus-eyed view of woodsy and historic Mills College campus will be included for the first time as a scheduled sightseeing attraction when AC Transit begins its summer-long East Bay scenic bus tour on May 30.

The tour will be operated daily from Memorial Day through Labor Day.

Sen. John W. Latham Sr., D-San Diego, was expected to pass the tour for $2.25-$3.10 for children under 17. East Bay bus riders also will receive a tour pass good for one token fare on their return trip home. Cash fare for adults is $3.50 and for children under 17, $1.25.

Sharp-eyed operator keeps airways busy

Bus drivers constantly are demonstrating the importance of the two-way radio in handling emergency situations — bus operator H. R. Voss, 63, of 17086 Via Media, San Lorenzo, seems to be "hitting the jackpot."

He's buzzed the airways to report two fires; youngsters breaking into a car and the unexpected arrival of a baby.

When a passenger on Line 96 told Voss she was about to have a baby, he radioed to central dispatching headquarters, then detoured to a hospital emergency entrance—just in time.

Voss also radioed a report on smoke pouring from a home in Palma Celia. Previously he used the fire extinguisher on his bus to put out flames on a burning car — a frequent occurrence for other drivers as well.

In this case, a radio call brought a new fire extinguisher. Another call notified police of kids trying to break into a car at Southland shopping center.

Voss, a veteran train motorman, last made the news in 1958, when he took the final train across the bridge.
New interest in duo-bus fleet

Bus manufacturers in this country—as well as in Europe—are studying development of an articulated bus designed specifically for urban transportation, following AC Transit’s successful, pioneering experimentation with the Freeway Train.

Demonstration that a duo-bus can carry more riders in unusual luxury—at less cost per passenger than regular buses—also has attracted keen interest in other cities.

Visits to the property, to discuss potentials of new, articulated coaches, have been made by Flxible Co., national motor coach manufacturer, and by a European firm, Bus and Car Co., of St. Michaelis-bij-Brugge, Belgium. The Belgium firm assembles Continental Trailways buses, using components built in this country and shipped to Europe.

Four German firms and one Italian manufacturer also have shown interest in adapting their designs to meet local and State requirements. Double buses are widely used in Europe.

The manufacturing representatives are considering the District’s requirements, as well as possible use of a duo-bus on other properties.

Two years of promising experimentation with the 60-foot Freeway Train has led the District to pursue the acquisition of additional articulated coaches—which could carry passengers in greater luxury and efficiency, while making better use of road space on crowded freeways.

In acquiring any new duo-buses, the District has indicated its interest in a low-level double unit, with a rear exit and an aisle wide enough for passing.

It’s Springtime for buses...

May brought posies, pink signs and perky activity as District buses played a role in fund-raising activities sponsored by two women’s organizations.

Bus driver Paul Nielsen proved a willing model for members of Lady Bug registered bus junket to Menlo Park.

Coaches on Line 42—and coach stop poles—came in for attention when Hampton House, at 481 Hampton Rd., Piedmont, made a public debut as an interior decorator’s showcase. Buses observing the stop carried pink portable signs proclaiming: “Hampton House.” Similar signs were posted on poles. The public showing benefited the Oakland Symphony Guild.

Transportation engineering students
Study District’s operating practices

Operations at Emeryville came in for keen observance this month as graduate students in mass transit engineering used it as a classroom for studying actual operating experience.

Some 30 students, studying for either their master’s or doctor’s degree in mass transit engineering, made the visit to the division to talk to people with working knowledge in the field and to learn something of basic characteristics and operating problems.

Half of the visitors were United States citizens while the other half represented foreign countries, including Iran, Canada, the Irish Republic, the United Kingdom, Australia, South Africa, Yugoslavia, Germany and Brazil.

The foreign students plan to return to their own countries to practice in the transit field, according to Wolfgang S. Homburger, associate research engineer, Institute of Transportation Engineering, University of California, who arranged the trip.

AC Transit was picked for the only field trip in the program for its achievements in effective operations. H. D. White, assistant general manager for operations, acted as tour leader.

Express buses to link Alameda, Berkeley

First direct commuter service between Alameda and Berkeley will be inaugurated June 3, cutting peak hour traveling time in half.

The Line 35-Alameda Express and Line 33-Berkeley Express will be linked to provide the fast, limited-stop service.

Travel time from Park St. and Santa Clara Aves., Alameda, to University and Shattuck Aves., Berkeley, is scheduled at 31 minutes. Line 51 buses take 55 minutes to travel the same distance.

Richmond, El Cerrito and Albany also will be tied into the intercities express system, with the commuter service now provided by Line 33.

Extension of Line 51-M to serve the fishing pier at Berkeley Marina also was scheduled for June 2. Curtailment of service on Line 55-C, because it failed to produce any noticeable patronage during a six-months trial period, was approved by the board of directors. The line provides service for Tassafaronga Village in East Oakland.

Buses will follow present Line 35 routing via Nimitz Freeway into downtown Oakland, continuing on Line 33 routing to Berkeley. The through service will be provided on the four peak hour morning schedules leaving Alameda and on six trips returning from Berkeley in the afternoon.

The Alameda express has shown continued growth since inauguration on Dec. 4, increasing from 119 riders on inaugural day to a high of 231 on April 30, almost doubling patronage.

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Buses will continue to operate from 8 a.m. to 10 a.m. and from 2 until 4 p.m., with special a.m. and p.m. trips for workers.

WHAT IS SO FAR?—Bus driver Paul Nielsen models money hat for “Lady Bug” workers of Children’s Home Society, from left: Mrs. Robert Weggenman, Mrs. William Parks, Mrs. Larry Capelli. At right, Hampton House sign is posted by decorator Winifred Winzer and Mrs. Richard Coeber, Oakland Symphony Guild.

FUTURE TRANSIT ENGINEERS—H. D. White, assistant general manager for operations, handles questions from graduate students in transit engineering.
Paychecks will look the same—but their production will be different early this fall when the District acquires an IBM computer 360 Model 20—and moves into the new era of electronic information processing.

The computer will replace unit record equipment in the data processing department, handling all functions—including the writing of checks for employees and pensioners.

The new system also will have prime time available for additional applications, including bus mileage data, inventory, transbay passenger count, scheduling, and revenue and passenger statistics. Acquisition of the machine, and its most effective uses, has been under study for a year and a half.

The contract for supplying new uniform trousers was buttoned up this month, clearing the way for the District to provide one pair of pants, on a replacement basis, for drivers with two or more years of service.

Under terms of the labor contract, replacement will start June 1 and will result in a "new look" for approximately 1,000 operators during the year. Cost to the District will be $15.40 for each pair of pants, for a total of about $15,000.

Contract was awarded to The Hub, present suppliers of uniforms, as the lowest bidder who met specifications as to quality, price and local distribution.

Coffee and doughnuts were a welcome mid-morning snack at all divisions as operators batted out driving records which beat the District's safety goal of 12,900 miles per accident.

Bus drivers at Richmond Division played it safe in both February and March, tallying two treats, but fell behind in April. Emeryville Division got into the winning circle with 12,982 miles per accident, while Seminary collected with 13,217 miles per accident.

AC/Transit Passenger Revenue...Comparison with Previous Year

Growth tallied in operating experience

Business activity continued to show an increase during March with passenger revenue and the number of riders carried on the upturn.

Passenger revenue for the month totaled $1,236,570, an increase of $18,748 or 1.54 percent over the March, 1967 revenue of $1,217,822. Revenue on East Bay lines showed a growth of 1.39 percent, compared to the same month a year ago, while revenue on transbay lines was up 1.74 percent.

Commute book sales held their own, totaling $202,697, down 0.1 percent over year-ago sales of $202,805.

The number of passengers carried during the month reached 4,614,683, up 1.61 percent over the riding count of 4,541,468 made in March of 1967. East Bay riding showed an increase of 2.06 percent, while transbay riding was up .43 percent.

Operation costs during the month totaled $1,420,135, up 1.61 percent over the riding count of 4,541,468 made in March of 1967. East Bay riding showed an increase of 2.06 percent, while transbay riding was up .43 percent.

Total income of $1,667,867 was sufficient to cover operational costs, depreciation and bond debt requirements.

The transit industry nationally indicated a riding decrease for March of 4.33 percent.
New claims manager appointed

Retirement of Mel C. Chapman, veteran claims manager, and appointment of his successor was announced this month by Alan L. Bingham, general manager.

Chapman, 71, who has been a claims manager since 1929, will retire July 31 as head of the department.

His place will be taken by Ozro D. Gould, 57, whose experience in transportation claims and litigation dates back to 1951. Gould began work this month as assistant to the general manager for claims and will assume full direction of the department when Chapman retires. Chapman will remain as consultant for a period of six months to assure an orderly transition in one of the District's vital activities, Bingham said.

Chapman was claims manager under Key System Transit Lines, then with Transit Casualty Company, claims representative of National City Lines. He continued as department head when District directors canceled the contract with Transit Casualty in 1962 to develop a self-insurance program.

Gould, a graduate of Oakland schools, retired in January as general claims agent and assistant secretary of Western Greyhound. He was in charge of claims activities in seven western states.

'The Graduate' gets A District bus

AC Transit buses made the scene—but briefly—in the motion picture "The Graduate," sharing footage with Telegraph Ave. in Berkeley.

Two coaches, with operators C. W. McMillan and Lucio Quintana of Emeryville Division, played roles during four days of shooting last July—but only a flash ended in the finished product.

Quick-eyed viewers will recognize a District bus in scenes with stars Dustin Hoffman and Katharine Ross on Telegraph near the entrance to the University of California campus.

Quintana was at the wheel when Hoffman chased the bus and boarded. Another bus, fitted with cameras, was driven by McMillan when interior shots were made of the two stars, supposedly en route to "San Francisco Zoo."