A faster ride for commuters

Exclusive lane zips buses through Toll plaza as cars wait . . . and wait
A new Director Assumes Office

Claude Daughtry, 51, Berkeley realtor and civic leader, was sworn in as a director of AC Transit this month by Superior Court Judge Redmond C. Staats, Jr., a resident of Daughtry's ward.

The new director represents Berkeley, Emeryville, and a portion of northwest Oakland on the seven-man board. He was appointed last month to serve out the term of William H. Coburn, Jr., Berkeley attorney, who resigned after moving out of the District. The term expires at the end of 1972.

A real estate broker since 1948, Daughtry also is a State inheritance tax appraiser and is licensed as a professional mechanical engineer, insurance agent and general contractor.

He is a member of the Berkeley Board of Realtors, West Contra Costa County Board of Realtors and is active in the Berkeley Y.M.C.A. He also is a member of City of Berkeley Planning Commission, California Real Estate Association and National Association of Real Estate Boards. He is past president of the Berkeley and El Cerrito Chambers of Commerce.

Daughtry's other activities include membership on the Board of Trustees, United Crusade; vice chairman of the Berkeley Red Cross; past president of the El Cerrito Good Government League and membership in Berkeley Elks Club and Rotary International.

He was an instructor on real estate principles and practice at University of California Extension Division for 11 years. The new director was named Berkeley "Realtor of the Year" in 1967.

The family home is at 664 Arlington Ave., Berkeley, where Daughtry lives with his wife, Mary, and son, Scot. Daughtry also has two married daughters and two grand children.

Time edge for public transit

Exclusive lane speeds buses

An exclusive bus lane through the San Francisco-Oakland Bay Bridge toll plaza was giving commuters a fast—and happy—ride this month, delivering them on time to their jobs in San Francisco.

The by-pass lane has been zoned off for westbound commute buses between 6 a.m. and 9 a.m., routing them through traffic congestion during the morning peak hour rush.

Buses do not have to stop to pay tolls, but can roll right through on their own lane, according to E.R. Foley, chief engineer of the Division of Bay Toll Crossings. Tolls still will be paid, but on an honor system, rather than at the expense of commuters' time.

As the lane was inaugurated April 15, buses zipped past automobiles jammed in traffic and arrived at the Transbay Transit Terminal, San Francisco, three to eight minutes early. A recent survey showed 75 percent of the buses running an average of five minutes late during the morning commute.

Initially, Lane 11, including approaches on both sides, was zoned off for the commute buses. An alternate lane along the north side of the entire toll plaza area is under consideration in event Lane 11 is not fully satisfactory.

The by-pass is expected to ease traffic congestion and encourage motorists to switch from cars to public transit.

Two percent of vehicles on the bridge during peak commute hours are buses—and they carry approximately half of the commuters, according to Alan L. Bingham, AC Transit general manager.

A total of 494 AC Transit and Greyhound buses operate through the lane, carrying some 18,300 riders, Bingham said. Buses roll at an average of every 22 seconds during the by-pass period—and at an average of every 11 seconds during the peak of the commute.

Bus passengers—as well as drivers—welcomed the chance to move through toll plaza congestion. One commuter observed it was the first time she had reached the terminal on time in over a year of bus commuting.
How bus drivers make the grade

So you want to be a bus driver? You’re not alone — last year over 2,500 people applied for operator positions with AC Transit.

Only 173 men were accepted for training, roughly one in every 14 applicants. And of these 173, 20 did not “graduate,” for one reason or another.

Obviously the competition is pretty stiff. It should be, considering that thousands of passengers each year will place their trust in safe transport in the hands of those who make the grade.

The hiring and training of operators is the responsibility of District Safety Engineer Gordon Wadsworth, to whom the Chief Training Instructor and the Employment Supervisor report. It’s no accident (pun unintended) that employment and training fall into the safety “bag.”

“We try to judge all points on individual merit. Once the physical and legal requirements are met, we try to determine through an interview whether an applicant understands and could handle the constant ‘human’ demands of the job.”

Wadsworth notes. “If an applicant doesn’t have a personal record of safe driving, then we can’t in good conscience hire him,” explains Wadsworth. “If he does have a good record, but for some reason we are unable to train him to be an even safer driver, then we cannot put him on the job either. There can be no such thing as a half-safe operator.”

The trainee first gets behind the wheel in the yard, where a course is set up with rubber cones. Once he has mastered the art of turns, clearances and other techniques of safe driving to his instructor’s satisfaction, he heads for the road in an area away from heavy traffic, creeping closer to the city and narrower streets as his skills progress.

By the end of the fifth or sixth day, he should be ready to drive anywhere — with no passengers, in light traffic, and with no schedule to meet.

Now he is ready for line instruction. Under the guidance of an instructor or regular driver, he must go out over every route to learn the lefts and rights of business in his division.

Between the 12th and 15th day of training, the student is brought back for a 2-3 hour written test, followed by a driving test to make sure he has picked up basic safety habits. The tests are not graded; their purpose is to find out which areas need special attention.

“It’s no cinch to become a driver for AC Transit. Our “stockholders” wouldn’t want it any other way.”

The Eyes Have It — Employment Supervisor R. J. Ballard scores depth perception test taken by applicant Sylvester Deluchey.
Shelter for passengers

Weather protection asked for Riders transferring from BART

Special passenger shelters should be constructed at BART stations if transferring riders are to have adequate protection against the weather.

AC Transit directors have taken this stand, in concern over the comfort of passengers leaving stations and transferring to feeder bus service.

The board urged BART to construct shelters at stations where no other "door to door" protection is afforded. Nearly every East Bay station would be affected.

"To obtain the greatest transit improvement and highest quality of transportation possible, people must be able to transfer in comfort and convenience," Director William J. Bettencourt said.

Directors are reviewing BART's plans for each station as part of an ongoing study into all phases of coordination between the bus and rail system.

Directors found at most stations, riders transferring from BART will be required to board buses at locations away from shelter protection of the station.

Golf tournament to Test 'driving' skill

Bus operators and other District personnel will have a chance to prove they are "on the ball" Saturday, May 9, at the second annual AC Transit golf tournament.

The men—and women—will step up to the tee at Skywest Public Golf Course, 1401 Golf Course Dr., Hayward, at 11 a.m.

Sign-ups can be made at maintenance or operating departments at all divisions, according to A. R. "Tony" Lucchesi, chairman.

At the first of a series of progress reports, Alan L. Bingham, general manager, told directors nearly every AC Transit route would be affected by BART service.

Bus coordination from the beginning has been planned on the policy the public is entitled to the best possible ride, with the most convenient and best possible service, no matter what system or combination of systems is used, he pointed out.

In considering bus accessibility to BART stations in AC Transit service area, between Richmond and south Hayward, directors found five stations presented problems of efficient service which haven't yet been resolved, due to one-way street patterns, traffic signals or actual movement of the bus in the station vicinity.

Studies still are underway as to adequacy of space at several stations where heavy transfer of passengers between BART and AC Transit is anticipated, Bingham said.

Although no final decision has been reached, Bingham told directors station design is part of an ongoing series of meetings between the two systems.

IN MEMORIAM


Charles R. Upton, 77, 277 Ramona Ave., Sierra Madre, who was pensioned in 1957 as a leaderman in Maintenance, died Feb. 24. He entered service in 1918.

BACK TO CLASS—Don S. Larson, left, and John A. Krajcar, are representing AC Transit at government sponsored management training programs.

Two District representatives have joined applicants from across the country at a management training program sponsored by the U.S. Department of Transportation as an aid to transit improvement and progress.

The two-week course is given at Andover, Mass., to workers chosen for instruction that will assist them in qualifying for advancement. The training not only aids working understanding of management responsibilities, but gives attendants a chance to meet and talk to similar transit representatives from all parts of the nation.

Attending the first session was Don S. Larson, 29, assistant superintendent of schedules. Larson makes his home at 1643 Orchard Way, Pleasanton, with his wife, Jan, and five young boys.

He joined AC Transit in May, 1961, after graduating from Bishop O'Dowd High School in Oakland and attending University of San Francisco. He started as a traffic checker, then became a schedule analyst. He was made supervisor of schedules in 1965 and assistant superintendent in the department Jan. 1, 1970.

John A. Krajcar, scheduled for the second session, is assistant purchases and stores manager. Krajcar, 49, makes his home at 3983 Huntington St., Oakland with his wife, Caroline. He is the father of six children.

Krajcar joined the Key System in 1946 after service in the Army Signal Corps as a staff sergeant in supply.

He worked up through all phases of "stores" before he was named to his present post in July, 1968.

AC Transit Camper Club proves 'The wheels have it' on fun trips

What do AC Transit drivers do on days off?

Some have fun on wheels as members of an AC Campers Club.

Organized a year ago by Odie McNutt, 1239 Park Ave., Alameda, driver at Emeryville Division, the group meets at a pre-selected site, then participates in activities like bocci ball, darts, card games, pot-luck suppers, pancake breakfasts, and campfire sing-a-longs.

It isn't even necessary to have a camper. Some members, like Dean Mann, "circle up" in a tent.

Officers include John Driver, president; Marvin Paulsen, vice president; Augie Giuliani, treasurer; Vickie Giuliani, secretary, and Frank Armas, news editor.

Paulsen provides unusual entertainment. He builds and operates radio-controlled planes and puts on "air shows" at some of the gatherings.
NEW EMPLOYEES

These new workers were welcomed by AC Transit during January, February and March
RETIREMENTS

Jack Hegarty may be hanging up his driver's hat, but he plans to "dance the jig on my 104th birthday, just like my aunt in Ireland did."

He's got a way to go yet, considering he's a mere youth of 73. Hegarty retires May 1 from the Richmond Division after 43 years in East Bay transportation.

He started driving street cars in 1937, went from there to trains as a motorman and conductor, and finally to buses as an operator.

"Sometimes I still dream about driving," he laughs. A different sort of dream will come true for Hegarty this summer when he returns for a visit to his native Ireland, which he left in 1923 and hasn't seen since 1929.

Hegarty and his wife make their home at 7109 Blake St., El Cerrito.

When he isn't busy painting the inside of his duplex at 1041 Georgene St., Hayward, John Law is fishing at Clear Lake with his grandson or enjoying the sunshine at Palm Springs with his wife. Law, whose retirement was effective Jan. 1, recalls his 27 years as an operator on bus, train and streetcar.

"I saw kids I once took to school grow up and start pushing baby buggies down the same street where I used to pick them up," he says.

Richard Dias, a utility man at Emeryville Maintenance, says he's finding his new life a little hard to get used to after more than 35 years on the job, but he's looking forward to buying a place in Missouri where he can enjoy the hunting and fishing to his heart's content. His home is at 5969 Marshall in Oakland.

Arthritis has been keeping George Gonzales from doing much more than working in the garden, but he frequently finds time to "visit the boys" back at Emeryville Maintenance.

Gonzales started with the old Key System in 1946 and retired as a Class A Mechanic this January.

His daughter Lorenzita (better known as "Lorry") also keeps him "up" on happenings. She's a PBX operator with the District. Gonzales and his wife live at 1918 16th St. in San Pablo.

Felix Guerra, Emeryville operator who has been on sick leave since suffering a heart attack last year, has moved to San Antonio, Texas. He joined the District in 1946.

Fishing, bowling and volunteer work are on the agenda for Janet Willcom, who recently retired after 24 years of general bookkeeping duties.

First with the Key System in 1946, then with the District, Miss Willcom recalls watching the growth of the data processing industry, going from simple keypunch machines to computers.

Richard Dias, a utility man at Emeryville Maintenance, says he's finding his new life a little hard to get used to after more than 35 years on the job, but he's looking forward to buying a place in Missouri where he can enjoy the hunting and fishing to his heart's content. His home is at 5969 Marshall in Oakland.

Arthritis has been keeping George Gonzales from doing much more than working in the garden, but he frequently finds time to "visit the boys" back at Emeryville Maintenance.

Gonzales started with the old Key System in 1946 and retired as a Class A Mechanic this January.

His daughter Lorenzita (better known as "Lorry") also keeps him "up" on happenings. She's a PBX operator with the District. Gonzales and his wife live at 1918 16th St. in San Pablo.

Felix Guerra, Emeryville operator who has been on sick leave since suffering a heart attack last year, has moved to San Antonio, Texas. He joined the District in 1946.

Fishing, bowling and volunteer work are on the agenda for Janet Willcom, who recently retired after 24 years of general bookkeeping duties.

First with the Key System in 1946, then with the District, Miss Willcom recalls watching the growth of the data processing industry, going from simple keypunch machines to computers.

Richard Dias, a utility man at Emeryville Maintenance, says he's finding his new life a little hard to get used to after more than 35 years on the job, but he's looking forward to buying a place in Missouri where he can enjoy the hunting and fishing to his heart's content. His home is at 5969 Marshall in Oakland.

Arthritis has been keeping George Gonzales from doing much more than working in the garden, but he frequently finds time to "visit the boys" back at Emeryville Maintenance.

Gonzales started with the old Key System in 1946 and retired as a Class A Mechanic this January.

His daughter Lorenzita (better known as "Lorry") also keeps him "up" on happenings. She's a PBX operator with the District. Gonzales and his wife live at 1918 16th St. in San Pablo.

Felix Guerra, Emeryville operator who has been on sick leave since suffering a heart attack last year, has moved to San Antonio, Texas. He joined the District in 1946.

Fishing, bowling and volunteer work are on the agenda for Janet Willcom, who recently retired after 24 years of general bookkeeping duties.

First with the Key System in 1946, then with the District, Miss Willcom recalls watching the growth of the data processing industry, going from simple keypunch machines to computers.

Richard Dias, a utility man at Emeryville Maintenance, says he's finding his new life a little hard to get used to after more than 35 years on the job, but he's looking forward to buying a place in Missouri where he can enjoy the hunting and fishing to his heart's content. His home is at 5969 Marshall in Oakland.

Arthritis has been keeping George Gonzales from doing much more than working in the garden, but he frequently finds time to "visit the boys" back at Emeryville Maintenance.

Gonzales started with the old Key System in 1946 and retired as a Class A Mechanic this January.

His daughter Lorenzita (better known as "Lorry") also keeps him "up" on happenings. She's a PBX operator with the District. Gonzales and his wife live at 1918 16th St. in San Pablo.

Felix Guerra, Emeryville operator who has been on sick leave since suffering a heart attack last year, has moved to San Antonio, Texas. He joined the District in 1946.

Fishing, bowling and volunteer work are on the agenda for Janet Willcom, who recently retired after 24 years of general bookkeeping duties.

First with the Key System in 1946, then with the District, Miss Willcom recalls watching the growth of the data processing industry, going from simple keypunch machines to computers.
Actions of the Board

At an adjourned regular meeting March 25, the Board of Directors:
- Awarded contract for furnishing bus washers to Wiegand Engineering Corp., on motion of Director Rinehart.
- Awarded contract for data collectors to Trip, Inc., subject to approval of Urban Mass Transportation Administration, on motion of Director Copeland.
- Urged construction of bus shelters at BART stations, on motion of Director Bettencourt. (See story, Pg. 6)
- Accepted report of Advertising and Public Relations Committee concerning forthcoming advertising campaigns, on motion of Director McDonnell.
- Adopted resolution providing for safekeeping of securities owned by AC Transit, on motion of Director Rinehart.
- Adopted resolution supporting legislation permitting use of fuel taxes for public transportation purposes, on motion of Director McDonnell.
- Commended California Toll Bridge Authority for reducing Bay Bridge tolls for commuter buses, on motion of Director Bettencourt.
- Postponed bid opening date for purchase of 30 new buses from April 8 to April 22, on motion of Director McDonnell.
- Named Claude Daughtry, Berkeley, to Board of Directors, representing Ward I, on motion of Director Rinehart. (See story, Pg. 2)

At a regular meeting on April 8, the Board of Directors:
- Appointed General Manager to serve as representative and Assistant General Manager for Administration, as alternate, on Board of Controls for feeder bus studies in areas outside of AC Transit boundaries, on motion of Director Bettencourt.
- Endorsed Senate Constitutional Amendment permitting highway user taxes to be used for mass public transit, on motion of Director Rinehart.

Drivers top safety goal

Emeryville and Seminary Division bus drivers moved into “top class” this month, beating the goal for safe driving miles. Emeryville operators had an average of 14,101 miles per accident, while Seminary drivers had 13,150 miles.