Youngsters discover what
Makes their buses run
Public to study
Bus routing for
BART feeder lines

Residents will have the chance to make their views known on how AC Transit plans to serve BART stations before existing bus routes are changed in the East Bay.

The Board of Directors has agreed unanimously that service plans be taken to Boards of Supervisors, City Councils, Chambers of Commerce, City Planning Commissions, Neighborhood Improvement Associations, merchant and management representatives and other interested groups before final approval to service changes is given.

BART management will study proposed pattern of bus feeder service before the two transit properties confer on how best coaches can pick up and deliver rapid transit riders, while still meeting transportation needs of other residents.

When board members make final decisions and policies are adopted, it will reflect what the majority of people want in the way of bus service, William J. Bettencourt, San Leandro director and chairman of the project development committee, commented.

The committee is meeting monthly to hear reports on coordination progress.

Studies on how to route nearly 100 bus lines to best serve passengers from the District service area have been under way at AC Transit for over two years. It represents the most massive and intricate changes in transit patterns in over 100 years of East Bay transportation. Today’s network in part follows that provided by Key System trains and streetcars, which in turn followed routes plodded out on town streets and country roads by first horsecars.

ATTRACTIONS on the east side of San Francisco Bay will be paraded again for visitors — and residents — in a summer sightseeing tour conducted by AC Transit from June 16 through September 7.

The tour, arranged in cooperation with the Oakland Chamber of Commerce, takes passengers on a two and a half hour loop through four cities—Oakland, Alameda, Piedmont and Berkeley.

Buses will leave Jack London Square daily at 1 p.m., except Mondays.

While viewers relax in an air-conditioned coach, a hostess from the Oakland Chamber narrates points of interest.

The routing has been planned to include hilltop views, estates, a loop through Mills College campus and a 20-minute walk around the roof garden at the Mormon Temple. A five-minute picture taking stop also is made at Sather Gate, University of California in Berkeley.

The fare for adults is $3 and for children under 17, $1.50. Bus passengers with valid transfers may board the sightseeing bus and pay only $2.75 ($1.35 for children). They’ll also receive a tour transfer good for token fare on return trip home.
By-pass lane speeds commute

Travel time and "on time" operation of San Francisco commute buses has improved remarkably since installation of an exclusive bus lane by-passing toll gate congestion on the San Francisco-Oakland Bay Bridge.

Most District buses now are arriving at the Transbay Transit Terminal, San Francisco, on schedule or a minute or two ahead of time, according to W. E. Robinson, transportation engineer.

A survey made before the exclusive lane was established by the State Di-

vision of Bay Toll Crossings disclosed 75 percent of District buses were running late during morning commute hours. Riders, who had been taking earlier schedules to make up for the delay, are returning to former schedules as result of the on-time operation, Robinson said.

Commuters using transbay Line A joined the "early birds" on May 25, when the downtown Oakland line was re-routed to take advantage of the by-pass. Line A buses were rerouted from 14th St. and Cypress St. to the Nimitz Freeway on-ramp to gain access to the zoned-

off bus lane, which is open during peak morning commute hours, 6 a.m. to 9 a.m. on week-days only.

The rest of the time, Line A coaches are following present routing over West Grand Ave., but are no longer serving the Oakland Army Base on westbound trips except during "Owl" hours. Riders using Line A to reach the Army Base have the alternate of boarding local Line 12 on 14th St. or transbay Line B on Grand Ave.

With the Line A rerouting and an additional bus in service on transbay Line F, the total of commute buses whizzing by on the exclusive lane rose to 508, compared to the original count of 494.

Buses were rolling at an average of every 21 seconds during the by-pass period—and at an average of every 10% seconds during the peak of the commute.

Both AC Transit and Greyhound commute buses are taking advantage of the zone, zipping through the toll plaza congestion without stopping. Tolls are paid monthly on the honor system.

To lure more motorists from their cars, AC Transit "took to the air" during prime morning time on major radio stations with advertising pointing out advantages of commute travel by bus. Simultaneously, newspaper ads featured a photograph of buses rolling on the exclusive lane past stalled automobiles.

Record performances

AC Transit drivers rolled up an all-time record for safe driving miles in April, with an average of 14,168 miles per accident. Richmond Division made the best "score" with 20,113 miles.

Maintenance departments also shared honors with a total of 19,132 miles per mechanical road call. Emeryville was top with 22,389 miles.

Data collector measures diesel bus Performance for steam comparison

A custom-made electronic data recorder—which literally fits into a standard suitcase—was installed on an AC Transit bus this month.

Its mission: to provide information on performance, operating characteristics and fuel economy of diesel buses as a basis of comparison for evaluating steam-powered buses.

The testing, described by engineers as "the first of its kind," will provide a target for designers of steam power systems. The "spy box" was installed on coach No. 696 as the first contract was awarded to actively launch the work phase of the steam propulsion project.

The initial contract was negotiated by the California State Assembly Rules Committee with William M. Brobeck & Associates of Berkeley. Brobeck is expected to develop a steam engine for experimentation in an AC Transit bus in approximately 12 to 15 months.

The contract was the first awarded under the Assembly's grant from the U.S. Department of Transportation to determine the steam system's efficiency, reliability, cost of operation and amount of pollutants released in comparison to the internal combustion engine.

The grant, first of its kind to be awarded to a state legislature, now totals nearly $1,500,000.

AC Transit, along with San Francisco Municipal Railway and Southern California Rapid Transit District, is participating in the project.

Richard D. Lawhorn of Instrumentation Associates, Castro Valley, developed the self-contained data recorder, which was installed on the floor near the rear seat of the District coach.

The device will continuously record data on more than 20 operating variables such as distance, speed, road gradient, stops/starts, sound level, fuel consumed and passenger load.

(Separate laboratory simulation tests will be required for exhaust emission and odor measurement, because no sensors have yet been developed which are capable of translating these factors into electrical impulses measurable under actual road conditions.)

For the pre-engineering phase of the project, the District is providing a bus, operators and a ballast load equivalent to an average passenger load.
District cited for community service

Members of the American Legion in the East Bay have joined together to thank AC Transit for stepping outside of regular activities to come to the help of people in distress.

Three citations were awarded by Tenth District, American Legion, Department of California, in a special ceremony attended by veterans of 23 posts last month.

A special certificate of appreciation was given to the District for use of the two-way radio in aiding people.

In accepting the award, General Manager Alan L. Bingham said the use of the two-way radio system, which links buses with a central dispatching headquarters, has enabled workers to quickly perform public services that two or three years ago were impossible.

He credited the electronic age—but gave equal credit to employees of the District—for saving lives, preventing crimes, reporting accidents and fires and frequently aiding citizens, even at the risk of their own well-being.

Citations for meritorious service were given to AC Transit supervisor David B. Hightman, 35, 4250 Harmon Rd., El Sobrante, and Bus Operator Philip L. DeCoy, 27, 1125 East 18th St., Oakland.

Hightman helped police apprehend three suspects in less than two weeks. In the first incident, he reported two men breaking into a cafe, led officers to the scene and aided in the capture. In the second case, he spotted an escaped suspect, reported his hiding place and helped in the arrest.

DeCoy maneuvered his transbay Line W-Alameda bus behind a car swerving out of control on the Bay Bridge to protect traffic behind him. He then jumped from the bus, stopped the moving car and summoned aid for the driver, who had suffered a seizure.

An American Legion citation also was given to Charles Rosas III, 14, son of Charles Rosas Jr., Seminary Division driver. The boy drove off two armed robbers who had knocked down and were beating a neighbor woman.

The family home is at 1925 Harrington Ave., Oakland.

Transit Times mailing

Interested citizens, AC Transit employees and friends are invited to join those receiving Transit Times each month. A call to Public Information, 854-7578, will put you on the list.

LEGION AWARDS—Participating in American Legion ceremonies presenting community service citations to AC Transit were, from left, Vincent Hidalgo, past commander, Tenth District; Howard Olson, chairman of the Law and Order Commission, Tenth District; Alan L. Bingham, general manager, AC Transit; Philip L. DeCoy, bus operator; and David B. Hightman, supervisor.

Three year comparison

Passenger revenue up

Passenger revenue showed an increase during March, while the number of riders carried dropped slightly below the total for the same month in 1969.

Passenger revenue totaled $1,357,213, an increase of $77,098 or 6.02 percent above fare box revenue of $1,280,115 for March, 1969. On East Bay lines, passenger revenue was $730,151, an increase of 2.60 percent compared to year-ago revenue of $711,678. On transbay lines, revenue showed an increase of 10.31 percent, with a total of $627,062 compared to $568,437 collected in the same month a year ago.

Commute book sales were up 24.6 percent, with a total of $280,094, compared to sales of $224,837 made in March of 1969.

The number of passengers carried during the month was 4,594,201, down 90 percent below the total of 4,636,075 who rode District buses in March, 1969. East Bay riding virtually held its own, with a riding total of 3,317,877, a decrease of 64 percent over the year-ago tally of 3,339,104.

On transbay lines, the passenger count of 1,276,324 was 1.59 percent below the March, 1969 figure of 1,296,971.

Operation costs during the month were $1,619,461, up $109,588 or 7.26 percent above year-ago expenses of $1,509,873. The District operated 1,237,377 miles of service, an increase of 49,935 miles or 2.39 percent above mileage of 2,087,442 operated in March, 1969.

Total income of $1,899,498 was sufficient to cover operational costs, depreciation and bond debt requirements.

3 year passenger revenue comparison
At an adjourned regular meeting April 22, the Board of Directors:
• Referred bids for new buses to management for review and recommendation, on motion of Director Rinehart.
• Approved rerouting of transbay Line A, on motion of Director Bettencourt (See Story, Pg. 4).
• Authorized Safety Engineer to serve on executive committee, Transit section, National Safety Council, and staff member to attend meeting of Transportation Research Forum, on motion of Director Bettencourt.
• Accepted withdrawal of bid from Trip, Inc., for data collection equipment and awarded bid to Colorado Instruments, Inc., subject to certain specifications, on motion of Director Rinehart.
• Pledged support to Federal legislation to provide aid for transit systems burdened by capital debts, on motion of Director Rinehart.
• Approved extension of Line 14 and rerouting of westbound Express Line 33-A, on motion of Director Bettencourt.
• Reaffirmed policy of transit representation on Metropolitan Transportation Commission, on motion of Director Rinehart.
• Moved to convene in executive session, to be followed by adjournment to May 13, on motion of Director Copeland.

At the regular meeting May 13, the Board of Directors:
• Rejected bids for 30 new buses and authorized management to negotiate on open market for coaches, on motion of Director Copeland.
• Authorized General Manager to participate as member of new Transit Research Review Board, on motion of Director Copeland.
• Authorized going out to bid for transfers and hat checks, on motion of Director Rinehart.
• Approved public presentations of rerouting plans to serve BART stations, on motion of Director Bettencourt.
• Established new position of assistant claims manager, on motion of Director Warren.

Donnell and Warren to serve on committee for purchase of new buses, on motion of Director Bettencourt.
• Authorized General Manager to participate as member of new Transit Research Review Board, on motion of Director Copeland.
• Authorized going out to bid for transfers and hat checks, on motion of Director Rinehart.
• Approved public presentations of rerouting plans to serve BART stations, on motion of Director Bettencourt.
• Established new position of assistant claims manager, on motion of Director Warren.