Cleanest bus in town
Recently I have had occasion to ride the Shattuck and Telegraph buses and found that the drivers do not stop at the curb. Temporarily I have to use two crutches and find great difficulty in getting on and off these buses, so I am very conscious of the elderly who have to use canes. Since it wasn’t during the "rush hours," there doesn’t seem to be any excuse for the drivers except carelessness ... 

I hope you will have your inspectors check this. 

Mrs. Katherine Davis Berkeley
(We quite agree and we apologize. The incident is being investigated.—Ed.)

A few days ago I took a College avenue bus at the foot of University avenue in Berkeley. From then to Shattuck avenue, a young blind man got on and wanted directions, then some tourists with a lot of baggage who wanted to go to San Francisco, and a worried mother with a child going to Children’s Hospital. All were given information, guidance with much courtesy, patience and great concern by your bus driver. Through you I want to compliment your driver, Jose A. Lopez.

Mrs. Alexander Cooper Martinez

I wish to laud the meritorious conduct of one of your drivers, Nathaniel Greene, handling No. 31, Oakland Express, leaving Richmond daily.

Aside from excellent driving, he is most courteous to all passengers, and takes the trouble to notice a running would-be passenger (of course, within reason), and in so doing does not violate any rules as regards conversing aimlessly.

Samuel Appleton Richmond

Before it can be forgotten, this note is being written to commend your driver Ken Daily (and another unidentified driver) on the 18 Line. Those two drivers are courteous almost beyond the call of duty. They make a person feel happy to be able to ride on their buses with them.

For that matter, I've found all the drivers on the 18 Line, especially, extremely pleasant and courteous to all passengers and not just to me—but because I am forced to use a cane, I am more of a nuisance slowing them down.

Miss Lorine Ostrom Oakland

I was a passenger on No. 666 bus returning from San Francisco and became uncomfortably aware of exhaust fumes from this bus, while in transit. Do correct this and help the fight against pollution.

Mrs. E. G. Mauck Albany

(The problem on 666 has been corrected and we invite you to read about work on the pollution-free steam bus—see Page 4, this issue.—Ed.)

New bus washer scrubs Coaches clean at Seminary

It may not have the destructive force of a hurricane, but AC Transit's new bus washer at the Seminary yard blows up a good storm when in operation.

The District’s new bus washer went "on stream" late last month and, as a result, buses now come out cleaner and are washed faster than ever before.

Under the watchful eye of Richard Bertz, maintenance superintendent at Seminary, buses now zip through a complete wash faster than ever before.

The new equipment, with floating brushes which wrap around both the front and rear of buses, is totally automatic. With the old equipment, Bertz' men had to finish the job by hand-washing both ends of a bus.

The new washer is activated by a sound device similar to the Navy's "sonar." A bus being driven into one end of the mammoth washer breaks a "sound wave" to turn on the equipment.

After a bus has tripped the starting mechanism, a slurry solution of water and detergent is sprayed on the front, the rear, the top and both sides of the bus. As the bus moves forward, the solution—under a 200 pounds per square inch pressure—loosens mud and surface dirt.

A final rinse as the bus emerges from the washer takes care of any soap the brushes may have missed. The bus pulls away sparkling clean and gleaming.

Designed by Wiegand Engineering Corp. of Fort Worth, Texas, the new washer is one of the first of its type. The second is due to be installed at the Emeryville shop this month.

The two 60 feet long, 12% feet high washers cost of total of $52,000. Are they worth it? Bertz thinks so.

Under the summer washing schedule, all even numbered buses are washed on even numbered days and odd numbered buses on odd numbered days. During winter months, all buses will go through the washer every day.

RUB-A-DUB-DUB—Whirring and water jets now scrub AC Transit buses at the Seminary yard in less time and do a better job than earlier washers.
Work starts on steam project

The man who built one of the world’s most powerful atom-smashers now is building a steam bus system to combat air and noise pollution.

William M. Brobeck, 62, owner of a Berkeley engineering firm, is developing the steam system for testing in an AC Transit bus. Work already has started, following the signing of a contract between the transit district and the California State Assembly.

In executing the contract with Eugene A. Chappie, chairman of the Assembly Rules Committee, Alan L. Bingham, general manager of AC Transit, cleared way toward start of work on the long talked-about steam bus project.

Brobeck contracted to develop the power system for testing in a District bus in approximately 15 months.

A noted engineer, Brobeck has a record of achievements in the field of nuclear research.

He went to work with Dr. Ernest Lawrence at the University of California Radiation Laboratory in 1937 and during the next 20 years, built a series of accelerators, including the Bevatron, which fired its first shot in early 1954.

The giant atom smasher weighs 10,000 tons; cost $9,500,000 and took well over 200 man years to construct.

The steam plant will be small enough to install under the floor board of a bus and will take about 15 months to assemble. It offers potentials of a renewed type of transportation, plus economic return down the road, in Brobeck’s view.

Brobeck spent time “in steam” after graduating as a mechanical engineer from Stanford University and again, after receiving a master degree from Massachusetts Institute of Technology.

He worked from 1934 to 1937 at the Besler Company in Emeryville, developing a high pressure steam system for the New Haven Railroad. Efforts to compete with diesel power were unsuccessful, however, and Brobeck entered the field of atomic energy.

The AC Transit power system will be a demonstration model, making use of many available parts off the shelf, rather than items designed for the job.

Steam power systems also will be produced by other vendors for San Francisco Municipal Railway and Southern California Rapid Transit District.

Decision awaited on choice of system

To link BART rails with air facility

Development of a transit service to link Oakland International Airport and BART rails has narrowed down to two choices: an extension of BART trains or a separate secondary system.

Engineers, who have the job of pinpointing a system to give Alameda County, Contra Costa County, downtown Oakland and San Francisco fast, direct transportation to the airport, will make further evaluation before coming up with a recommendation.

Both BART and Kaiser Engineers, hired as consultants for the $90,000 Phase I study, went on record as favoring the secondary system, which would require a transfer at the Coliseum station.

More analysis

Direction for additional analysis was voted by the Board of Control of the Oakland Airport Access Task Force after Ben E. Nutter, executive director of Port of Oakland, and George Taylor, alternate representing AC Transit, questioned whether the engineers had completed their task and furnished answers to major questions.

“Would people ride a secondary system if they have to transfer from one vehicle to another?” Nutter asked. “We need to know patronage figures and how much loss would be involved if a transfer is required.”

B. R. Stokes, general manager of BART, said his staff felt a secondary distribution system was the “way to go,” although he left the door “slightly ajar” for a direct BART extension.

An extension of regular BART service to the airport would be the most expensive to build and operate and would compromise and degrade regular BART service, because of the necessity of feeding in airport trains at various times, he said.

Adding four more lines to serve the airport would conflict with planned headways, it was pointed out. Stokes also said it would require the purchase of another 50 cars.

The tentative engineering recommendation regarding a secondary system called for automatic vehicles which would operate at speeds comparable to the main line, giving what they termed “great flexibility” to the airport and service to motel-hotels-industrial complexes in between.

One engineering concept suggested in effect, that the “airport be moved” to the Coliseum station, with ticketing and baggage conducted at the transfer point.

Nutter took issue with the statement and its logic and said the question still revolved around whether people would ride a system that required making a transfer.

Further evaluation

The Board of Control then voted unanimously in favor of Nutter’s motion that both systems be further evaluated on a par with each other. The motion included an understanding that if consultants eliminate one of the two systems, they should return at the earliest possible time to so report to the Board of Control.

A decision was expected to be made later in the month.

Represented on the Board of Control are AC Transit, BART, Coliseum, Inc., City of Oakland, County of Alameda and Port of Oakland.

The agencies are contributing $30,000 toward the study and the Federal government, through the U.S. Department of Transportation, $60,000.
Scenic tour helps "Orient" newcomers To East Bay cities

READY TO GO—AC Transit driver Dave Scott (third from left) poses with Chinese who learned about East Bay aboard sightseeing bus.

"East is East, and West is West, and never the twain shall meet," Kipling wrote—but he obviously never rode AC Transit's sightseeing tour.

East met West aboard the tour bus and East came away impressed. In this case, East was a group of Chinese who recently immigrated from Hong Kong.

The group, which counted a master tailor, an accountant and two seamen among its ranks, joined a regular AC Transit tour so members could become better acquainted with the East Bay, where most of them plan to live.

Accompanied by Francis Yao, an instructor at the Opportunities Industrialization Center on Grove Street in Oakland, the group had a special "orientation" session first to learn how the AC Transit system works and to pick up a few vital phrases such as "Transfer, please." Training instructor George Silva was their teacher.

With Yao as leader and interpreter, the group of ten men and four children boarded the bus at Jack London Square for the 2½ hour trip through Oakland, Alameda, Piedmont and Berkeley.

Since the tour is operated in cooperation with the Convention and Tourism Bureau of the Oakland Chamber of Commerce, the Chamber was represented by Miss Mary Thornton as hostess.

Yao said the AC Transit tour "was one of the most interesting things the group has done" since arriving from Hong Kong.

"It's also a very meaningful introduction to their new way of life," Yao added.

"Prior to this trip many of them preferred to walk everywhere because they didn't understand how our bus system works. Now they do and they use buses frequently."

New editor joins AC Transit staff

Joseph McCord, former communications coordinator for the West Bay Rapid Transit Authority in San Mateo County, has been appointed news bureau editor for AC Transit.

McCord, a one-time reporter and editor with the News Register in Fremont and a past president of the East Bay Press Club, will work in the public information department with the district.

A resident of Fremont at 40912 Cruz Court, McCord is a member of the Board of Trustees of Ohlone Junior College. He is a graduate of the University of California at Berkeley and a former editor of Pelican, the university humor magazine.

Before that he was a student at Richmond Union High School and began his working career in 1953 as a laboratory technician with Standard Oil Company in Richmond.

He also is a captain in the California Army National Guard.

Strike distorts June figures

Fare box revenue and passenger riding dropped to the lowest level in District history in June as a strike closed down operations for 19 days.

Passenger revenue for the month totaled $373,011, a decrease of $830,015 or 68.99 percent below revenue of $1,203,026 collected in the same month a year ago. On East Bay lines, passenger revenue was $191,738, down 71.22 percent compared to revenue of $666,211 collected in June, 1969. Transbay revenue totaled $181,273, a decrease of 66.23 percent compared to year-ago revenue of $536,815.

The number of passengers carried during the month was 1,207,206, a decrease of 71.58 percent over the 4,247,941 who rode service in June, 1969. East Bay riding showed a drop of 72.09 percent with a count of 895,083 passengers compared to the 3,028,233 who rode a year ago. On transbay lines, 362,123 riders were carried, down 70.31 percent below the 1,219,708 who rode in the same month a year ago.

Revenue computed on a weekly basis for the financial chart reflected $368,660 from May 17 to May 31, before the strike closed the property on June 1, sending the indicator line of the bottom of the chart.

Operation costs during the month were $849,544, a decrease of $673,532 or 44.21 percent below year-ago expenses of $1,522,886. The District operated 688,047 miles of service, down 65.26 percent below last year's June mileage of 1,980,357.

Total income of $888,841 covered operational costs, but left a deficit of $156,308 in meeting depreciation and full bond debt requirements.

3 year passenger revenue comparison

![3 year passenger revenue comparison chart]

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<th>Month</th>
<th>1970</th>
<th>1969</th>
<th>1968</th>
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<td>Jan.</td>
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<td>1,060,000</td>
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<td>1,080,000</td>
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<td>Nov.</td>
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<tr>
<td>Dec.</td>
<td>1,460,000</td>
<td>1,480,000</td>
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</table>
Actions of the Board

At an adjourned regular meeting July 22, the Board of Directors:

- Granted permission to General Manager to be absent from Aug. 12 meeting of Board, on motion of Vice President Warren.
- Reaffirmed boundaries of District wards, for election purposes, on motion of Director Bettencourt.
- Adopted resolution calling for election of four directors on Nov. 3 and consolidating election with general State election same date, on motion of Director Rinehart.
- Authorized District Secretary to handle qualification statements of candidates and accept deposits for preparation and mailing of said statements, on motion of Director Daughtry.

Arbitration on new Contract scheduled

Formal arbitration on a new labor contract between the District and Division 192, Amalgamated Transit Union, will begin Sept. 21.

Items under dispute include ultimate wages to be paid on the property, cost of living allowance, fringe benefits and certain working conditions.

Both sides agreed to arbitrate recommendations made by a fact-finding committee, which tried unsuccessfully to halt a strike of bus drivers and other unionized workers at midnight May 31. Union employees now are working under an interim wage agreement.

Serving as chairman of the arbitration panel is Adolf Koven, well-known labor arbitrator and attorney.

Representing AC Transit is H. M. Davis, assistant general manager for personnel, and Donald Hyde. Hyde is past president of the American Transit Association, former general manager of Cleveland Transit System, special consultant to the U.S. Department of Transportation and transit consultant to Parsons, Brinckerhoff, Tudor-Bechtel, venture engineers for BART.

The union is represented by their president, Edward A. Cordeiro, and by Edward Bezore, administrator of Greyhound pension trust fund.