Public discussion begins on AC Transit-BART coordination.
Voters re-elect
Four incumbents
Four incumbent AC Transit directors were re-elected Nov. 3. Directors John McDonnell and E. Guy Warren were unopposed but received substantial votes. Director Robert Copeland, running at large and against six opponents, scored an impressive victory. His 153,776 votes represented 57.5 percent of all the votes cast in his ward. All terms are for four years.

The re-elected directors will join current Board President William E. Berk and members Claude Daughtry and Ray Berk. The Incumbent AC Transit directors will join the current board. The voting was held in the near future, according to James Schmidt, transportation engineer with De Leuw, Cather and Co., but the cost will not be low. Schmidt project director for a transportation study team in the Tri-City area, has proposed four different service plans to an area transportation board.

The least expensive plan proposed by Schmidt would cost the three cities an annual subsidy of $576,000, while the most expensive plan would cost more than $3 million per year. City councils in all three cities will consider the study team's proposals and are expected to comment on them some time during December.

Federal program
The study project is being financed by a federal grant, with staff services provided by AC Transit and BART. Before coming up with its proposals, the study team analyzed origin and destination patterns of commuters, shoppers and school children.

With this basic information in hand, the team was able to propose various routes and levels of service for the three-city area. The city councils' job now, according to Schmidt, is to decide how much service is needed and provide guidelines for development of recommendations, including financing.

No beginning date for a transit system was suggested by Schmidt, but the team's proposal includes feeder service to the Fremont and Union City BART stations, as well as local service. BART service to Southern Alameda County is slated to begin sometime late in 1971.

Service extension to Fremont proposed
In Tri-City study
Extension of AC Transit bus service to the three Southern Alameda County cities of Fremont, Newark and Union City is possible in the near future, according to James Schmidt, transportation engineer with De Leuw, Cather and Co., but the cost will not be low. Schmidt project director for a transportation study team in the Tri-City area, has proposed four different service plans to an area transportation board.

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Arbitration decision
Award boosts expenses to new high
A new labor contract was in effect this month between AC Transit and Division 192, Amalgamated Transit Union, as result of an arbitration award.

The award called for the greatest increase in wage costs and other benefits for a one year period in the history of the property.

Additional labor expense for the current fiscal year, due to the new contract, will amount to nearly $1,500,000.

Contract features
Principal features of the new contract are:

Bus drivers will receive $4.50 an hour, retroactive to June 20. This is the same rate under which they returned to their jobs June 20 under an interim wage agreement.

Upon completion of training, new drivers hired after Dec. 1, 1970, will receive $4.30 an hour for the first three months of employment and $4.40 for the second three months.

Rate for Class A mechanics, effective Jan. 1, 1971, will be $5.40 per hour; for Mechanic B, $4.86 and for Mechanic C, $4.59.

At the same time, a new class of mechanics was established, Mechanic AA, with a rate of $5.48 per hour.

Other union workers will receive wage boosts Dec. 1, bringing their total increases to a minimum of 36 cents an hour, which includes the 8.7 percent increase which went into effect when they returned to work.

Cost of living
A new cost of living adjustment will commence with the first payroll period after Jan. 1. It will consist of one cent per hour for each half point of increase in the U.S. Consumer Price Index since last May.

AC Transit will pay up to $29 per employee and his dependents for health and welfare benefits, retroactive to Aug. 1. The former maximum was $18.

The contract was set at 13 months, from June 1 of this year to July 1, 1971. The arbitration proceedings did not involve the matter of pension benefits. All pensioners, including former Key System workers, are covered under a separate pension plan agreement, which is subject to reopening June 30.

Generally, the arbitration award conformed with recommendations made by a fact-finding committee, which tried unsuccessfully to halt a strike last May 31. Union workers returned to their jobs under an interim wage pact, pending arbitration of the fact-finders' recommendations.
Work progresses
On conversion of Bus to steam power

DEMONSTRATION — Burner test, to regulate ratio of air and fuel into combustion chamber, is explained by William M. Brobeck, president of engineering firm building steam power system for installation on AC Transit bus. From left is A. R. Lucchesi, maintenance manager, and Allan L. Bingham, general manager, AC Transit.

Preliminary proposals
Bus rerouting to BART under review

Twenty-four existing bus lines in southern Alameda County would be rerouted to coordinate with BART service under preliminary proposals advanced by AC Transit.

Express bus service between south county and downtown Oakland and San Francisco would be abandoned.

Two new lines would be inaugurated to further improve direct BART feeder service.

These were among proposals reviewed by AC Transit Board of Directors at the first of four briefing sessions on preliminary rerouting plans. The first meeting was devoted to realignment of bus lines in Castro Valley, Hayward, San Leandro and San Lorenzo.

A second session would consider preliminary service proposals for Alameda, Emeryville, Oakland and Piedmont. A third meeting will be devoted to Albany, Berkeley and Kensington, and a fourth, to proposed reroutings in El Cerrito, El Sobrante, Richmond and San Pablo.

Direct service
Rerouting has been planned to take full advantage of the high-speed potential of future BART operations.

Direct feeder bus service would be provided between the four rapid transit stations in Hayward and San Leandro and the numerous residential neighborhoods, public buildings, shopping and industrial districts and recreational facilities.

Direct service is proposed between BART stations and the California State College at Hayward, San Leandro City Hall and Alameda County office buildings. Chabot College would be served by four lines. Hayward Civic Center would be connected to downtown Hayward station by three lines.

The realignment also would provide direct feeder service for area hospitals, including Eden in Castro Valley, Kaiser and St. Rose in Hayward; Fairmont, San Leandro and Doctors hospitals in San Leandro, as well as a number of convalescent hospitals and other medical facilities.

Express lines and transbay lines would be cut back except in the MacArthur corridor—and service rerouted to nearest BART station. All local lines would be rerouted where required in order to service BART facilities.

The San Francisco-MacArthur Line N would continue operation, but the San Leandro terminal would be extended to provide feeder service to the San Leandro BART station from the Bancroft area north of Estudillo Ave.

In addition, the downtown Oakland commuter express Line 34A would continue operating over MacArthur from Estudillo. Major trunk lines running on East 14th Street would continue present routing to provide through local service along this corridor.

A new line would provide crosstown and BART connector service to the Sybil Ave. area of San Leandro. Another new line would connect San Lorenzo, Washington Ave. area of San Leandro and San Leandro BART station.

Two years of staff work has been involved in the proposals, but plans will not be finalized by the AC Transit directors until the public has a chance to study and comment on the new network.

NEW PATTERN OF SERVICE — Map on following pages shows preliminary proposals for rerouting AC Transit bus lines to serve BART stations in Castro Valley, Hayward, San Leandro and San Lorenzo. Final decisions on realignments will not be made until after proposals are studied and public has a chance to comment on what the rider wants in way of future bus transit. Photo on cover is a Sunderland aerial photograph.
What the Editors are saying about transit

Tribune Editorial Page

AC Transit’s Public Forum

Since the beginning of BART, it has been an undisguised expectation that AC Transit would need to drastically re-arrange its bus schedules to meld with the high speed electric train system.

There is obviously little purpose in scheduling buses to follow a route parallel to the trains but at a much slower speed. Yet an essential ingredient to BART’s ultimate success is the feeder role AC can play in delivering passengers from far-flung suburban areas to the rapid transit stations.

With the first BART passenger service expected to begin between Oakland and Hayward in about a year, AC Transit staff members have already begun issuing a series of reports on how the bus service can be altered to serve BART. The first report, concerning service between Hayward-Castro Valley and downtown Oakland, has been made public. Others are expected soon for Oakland and both the Alameda and Contra Costa County parts of the bus system.

AC directors expect to discuss the route changes with BART directors, and hopefully full agreement can come from such joint sessions.

First, however, a public reaction is being sought. The plans for the new service are to be presented to city councils, boards of supervisors, neighborhood associations, chambers of commerce and civic groups.

The staff reports are designed to provide the most satisfactory service possible, but no one considers them final authority and beyond improvement. It is important that public officials and civic leaders in the affected areas take maximum advantage of the AC offer and provide the largest, most diverse forums for public discussion of the plans.

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BART and AC Transit need each other, but they both need happy riders, and this appears to be a most commendable way to get them.

Bus operator leads Successful drive
For school field

Skies were overcast, but nothing could dampen the spirits of the hundreds of James Madison Junior High School boys and girls who turned out Nov. 3 to witness the dedication of their school’s new track and turf field.

After years of always being the “visiting” team, the Oakland school finally had its own track and field—largely through the efforts of the Madison Dad’s Club. AC Transit bus operator Milton Hadden is president of the organization.

The team, however, will be hard put to exceed school records. Since 1960, Madison track teams have won 27 straight track meets and have been Oakland city champions nine years in a row.

One of the team’s graduates is Oakland Raider halfback Charlie Smith.

AC Transit employees help United Crusade

AC Transit employees, following established custom of helping others, have responded to the 1970 United Crusade.

According to the second progress report, early in November, more than two-thirds of the transit district’s 1505 employees had signed pledge cards.

Hitting the 100 percent mark were: Bay Bridge terminal, building maintenance, transportation supervisors and union office employees.

Emeryville maintenance department had signed up 98 of 99 employees and was closely followed by Seminary maintenance with 92 percent and Richmond with 90 percent.

All other departments except one were above the 60 percent mark.

United Crusade is the Bay Area’s annual “Give once for all” program to aid dozens of local charitable and social aid organizations.

Rabid Raider rooters ride buses

Despite a 6 p.m. kickoff which jammed more than 50,000 people into the Oakland-Alameda County Coliseum area at the peak of the commute hours, AC Transit was able to roll 84 buses to take Oakland Raider football fans to the nationally televised game with the Washington Redskins on Oct. 19.

A total of 4756 fans rode buses to the game—an all-time record for AC Transit. The drain on buses left only seven coaches not in use at the time. This was the lowest number of buses ever left in reserve at one time.
Safety records keep falling

After exceeding AC Transit's new safe-driving goal of 13,250 miles per accident two months in a row, both Emeryville and Richmond division drivers proceeded to make it three in a row.

After that record, Richmond operators then made it four straight.

During September, Emeryville Division eased over the top with 13,262 miles per accident.

Veterans of transit service taken by death

Death claimed two AC Transit pensioners during September—Thomas F. Craig and H. O. Sumpter, both of Oakland.

Craig, 81, began his career as a trainman on June 1, 1925, and retired 23 years later on May 1, 1948, as a bus driver. He is survived by his widow, Dorilda, of 101-94th Avenue.

He died September 5.

Sumpter, a motor coach operator from February 1, 1943, until his retirement on July 1, 1968, died September 18, just eight days after his 66th birthday.

Sumpter lived at 5439 Princeton St. His survivors include his widow, Ruby.

Business shows upward trend

Fare box revenue and passenger riding moved upward from August to September as the District continued to recover from effects of the June strike. However, figures still are below those of a year ago.

Passenger revenue during September was $1,212,578, up $55,945 above last month, but still $88,507 below the $1,301,085 earned during September, 1969. This was a 6.8 percent drop from the year-ago figure. On East Bay lines, fare box revenue was $655,118, down 10.38 percent compared to the $730,939 collected during September, 1969. On transbay lines, revenue was $557,460, a drop of 2.22 percent from revenue of $570,126 collected during the same month last year.

Commuter book sales held steady with a total of $251,000, compared to sales of $251,390 during September, 1969.

The number of passengers carried was 4,087,010, up 378,925 from the month of August, 1970, but still 271,457, or 6.23 percent below the 4,358,467 carried in September, 1969. On East Bay lines, 2,936,931 passengers rode AC Transit during September, down 230,756, or 7.28 percent from the 3,167,687 who rode during September a year ago. Transbay routes carried 1,150,079, off 40,701 or 3.42 percent from the September, 1969, figure of 1,190,780.

Operating costs during September were $1,749,610, up $188,990 or 12.11 percent above costs of $1,560,620 during the same month in 1969. AC Transit operated 2,025,020 miles of service during the month, up 13,663 miles or .68 percent from the mileage of 2,011,357 for September, 1969.

Total income of $1,956,987 covered operational costs and left a surplus of $11,986 after meeting full bond debt requirements.
At an adjourned regular meeting Oct. 28, the Board of Directors:
• Authorized General Manager to serve as consultant for Tudor Engineering Co. on proposed transit study, on motion of Director Copeland.

At a regular meeting Nov. 12, the Board of Directors:
• Approved job description for full time radio technician, on motion of Director Copeland.
• Approved extension of additional peak hour commute service for Bay Farm Island residents and establishment on trial basis of Sunday service on Line 69A in San Pablo, on motion of Director Bettencourt. (See story below.)

Buses added to meet Commuter growth

Growth in commute patronage between Alameda and San Francisco resulted in scheduling of service improvements for November and December.

An additional bus was added to service on Line W-1 in November, leaving the Transbay Transit Terminal, San Francisco at 5:11 p.m. and arriving at High St. and Otis Dr. at 5:49.

Residents of Bay Farm Island will receive additional service Dec. 7, when a new morning commute trip is inaugurated. Two afternoon peak-hour trips also will be extended for the convenience of returning patrons.

The additional a.m. trip on Line W-1 will leave McCartney Rd. and Verdemar Dr. at 7 a.m., adding to present service operated by a bus leaving the same location at 7:23 a.m. The return trips from San Francisco will leave the terminal at 4:50 p.m. and 5:10.

Two new buses were added to Lines K and N local service to accommodate growing patronage from apartment house dwellers living in the Lakeshore-Lake Merritt areas.

Additional buses also were added to transbay Line L-San Francisco express service and to El Sobrante transbay operations, as result of continuing growth in patronage from west Contra Costa County.