St. Nick rides again with
Message of hope—and cheer
FIVE GOOD MONTHS – Richmond Division operators bettered the safe-driving goal for five months in a row, so Santa rewarded them with coffee, doughnuts and candy canes. Getting their cups filled are, from left: Ira Fuller, Vic Bright, Wardell Miles, Jesse McGowan and Bud DeSoto. Santa is Richmond Division Superintendent Nick Alevisos.

District has “safest driving” year

A new safe driving record was set by AC Transit operators during the first 11 months of 1970—13,009 miles per accident. The record tops last year’s 11,428 safe driving miles and is a dramatic change from the 9,041 miles per accident established by bus drivers in 1961, first full year of AC Transit operations.

Richmond Division operators led by topping the new goal of 13,250 miles per accident. Emeryville drivers topped the goal four months out of five since July, when the new mark was set. During the year, Richmond operators went over the top every month except March. June wasn’t counted because of the 19-day strike.

Also earning free coffee and doughnuts for exceeding the goal in November was Emeryville Division, with 13,828 miles per accident. Emeryville drivers topped the goal four months out of five for November, with coffee, doughnuts and candy canes. Getting their cups filled are, from left: Ira Fuller, Vic Bright, Wardell Miles, Jess McGowan and Bud DeSoto. Santa is Richmond Division Superintendent Nick Alevisos.

New buses ordered to meet rider growth

AC Transit hoped to start the New Year with 15 new buses equipped with experimental smog control kits and more attractive interiors.

Another 15 are expected to be delivered in the late Spring, aiding the system in keeping up with growth.

Purchase of the 30 buses is in line with the property’s projections of how many coaches will be needed for the network requirements when BART goes into operation.

A strike at the General Motors plant held up the delivery of the first 15, which were awaiting finishing touches when facilities were shut-down.

In the meantime, directors approved exercising an option for an additional 15 buses, at a cost of $539,000.

Along with anti-smog packages, all of the buses will have ceiling paneling to the top of standee windows, eliminating traditional advertising frames.

Five of the new buses will have the complete Environmental Improvement Program package, including an improved fuel injector, air filter, rubber engine mounting to reduce noise and a vertical exhaust stack to eliminate diesel exhaust odors.

The other 25 will have the anti-smog kit, except for the catalytic muffler.

Directors approved purchase of the additional 15 coaches after Alan L. Bingham, general manager, said lack of equipment would pose serious operating problems, with either an increase in maintenance expense because of over-time work or a change in policy of providing “seats for all passengers.”

Senior citizens keep low fare

The ten-cent fare for senior citizens on AC Transit buses during off-peak hours will continue for at least one more year.

Continuation of the fare reduction for persons over 65 was approved for an additional year by the District’s Board of Directors this month.

At the same time, a campaign was launched to obtain state and federal help to offset the costs of local transportation assistance for the elderly.

State Senator Nicholas C. Petris, Alameda County Democrat, pledged he would sponsor legislation to obtain state financial aid and also encourage assistance on the federal level.

The reduced fare was inaugurated for a one-year trial period on Jan. 1, 1970, and would have expired Dec. 31 without board action to extend it.

Warren E. Robinson, transportation engineer for AC Transit, reported at the meeting that riding surveys taken during 1970 showed no appreciable increase in riding on the part of people over 65, although there was some increase in certain areas and on certain lines.

The loss in revenue to the district, with no significant increase in riding on the part of senior citizens, was estimated at $496,500 for the year.

Under the special fare rate, senior citizens who present Medicare cards or special AC Transit identification cards can ride East Bay buses for 10 cents between 9 a.m. and 3 p.m. and from 7 p.m. to 3 a.m. on weekdays, and around the clock on weekends. The 10-cent fare also is in effect on major holidays.

No zone charges are made, permitting oldsters to roll up some of the longest rides in transit history, from Hayward in Alameda County to San Pablo and El Sobrante in west Contra Costa County.
Rerouting proposals

Preliminary plans to serve BART stations under study

A NETWORK of 82 AC Transit bus lines would provide service to BART stations in Alameda and west Contra Costa counties, under preliminary rerouting proposals currently being studied.

The entire present system of 112 bus lines was analyzed to develop initial plans for serving the 18 BART stations in AC Transit’s 11-city service area.

This is what has been proposed for East Bay communities:

1. Forty-five local lines would be realigned to serve one or more BART stations.
2. Sixteen local lines already serve BART station sites and would not have to be rerouted.
3. Two new local lines would be inaugurated to take riders direct to BART (50) (81S).
4. Seven small East Bay neighborhood lines would continue to provide purely local service. (46) (46A) (56A) (59C) (63) (71) (77).

East Bay intercity express lines would be affected as follows:

1. Of the ten existing express lines, two connecting Albany, Oakland, Berkeley, El Cerrito and Richmond would be abandoned (31) (33).
2. Four express lines serving San Leandro and Hayward, Castro Valley, San Lorenzo area would be cut back to provide connector service to neighborhood BART stations (30) (32) (34CV) (36).
3. Four intercity express lines would continue in operation, two connecting the MacArthur Blvd. corridor with Oakland (34) (34A). One would connect the Bancroft Ave. area and East 14th St. with Oakland (38). The fourth provides commute service from the east end of Alameda to downtown Oakland (33A).

All would serve BART stations.

The 38 transbay lines operated by the District would be affected as follows:

1. Seven transbay lines would be abandoned. (FX) (KH) (LX) (RD) (RF) (S) SW.
2. Five lines would be cut back, to serve instead as connectors to BART stations (A-1) (A-2) (R) (RCV) (RH).
3. Ten transbay lines would have triple functions, providing connector service to BART stations, local service, and transbay service for areas not conveniently served by BART (F) (C) (H) (HX) (K) (L) (N) (NX) (T).
4. Sixteen would continue under present routing. Of the sixteen, only two are basic routes (B) (O). The others operate during commute hours only (B) (CBX) (CHX) (EX) (FXX) (G) (GX) (L-1A) (L-2A) (N-1X) (OX) (W) (W-1) (V).

The suggested network was planned with the goal of retaining present riders, while attracting additional passengers from cars through more convenient service, no matter what mode of public transportation was used.

A primary objective was to utilize, to full advantage, the high speed potential of BART operations. At the same time, careful consideration was given to meeting other transit needs in and between neighborhoods and communities.

Network rerouting would directly link residential neighborhoods, shopping and industrial districts, public buildings, hospitals, medical facilities and recreational activities.

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Rerouting

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West Oakland would be connected with West Oakland BART station, 12th St. station and MacArthur station. Oakland International Airport would be directly served by Caliseum BART station with extension of MacArthur Blvd. line (57C).

PIEDMONT — Seven existing local and transbay lines would connect with either MacArthur, 19th or 12th St. BART stations in Oakland. Service on Piedmont transbay line (C) would be cut back to MacArthur station and then rerouted to West Oakland station, except for alternates through trips to San Francisco during commute hours. Piedmont commuter express (C-HX) to San Francisco would continue in operation, due to relatively rapid travel time.

Albany, Berkeley, Kensington

Fourteen existing lines serving the three communities would be realigned to coordinate with BART service. Another six lines already serve BART facilities and would not require rerouting.

Four transbay lines would have triple functions, providing transbay service, local service and connector service to BART. Transbay service would continue in those areas not as conveniently served by BART.

Realignment proposals are:

ALBANY — The length of the San Pablo business district would be directly connected with El Cerrito and North Berkeley BART stations. East Bay lines serving Solano and Santa Fe Aves. would be rerouted to North Berkeley station. Existing transbay service operating along Solano Ave. would connect with Berkeley and Ashby BART stations. Other transbay commuter lines would continue in operation, due to relatively rapid travel time between Albany and San Francisco.

BERKELEY — Existing local lines would provide direct service from various neighborhoods to closest BART facilities. A major inter-city line, operating along the San Pablo Ave. corridor, would continue to provide local service exclusively. Transbay service would continue to be provided by five lines from West Berkeley area, due to relatively rapid travel time. North Berkeley would be connected by feeder bus service to North Berkeley BART station. The Claremont district would have feeder service to the BART Rockridge station. Direct commute hour express service also would be operated to San Francisco, because of relatively rapid travel time.

KENSINGTON — Direct service would be provided to downtown Berkeley BART station and, during commute hours, to North Berkeley station.

El Cerrito, El Sobrante, Richmond, San Pablo

Fourteen existing bus lines would be realigned to serve the three rapid transit stations in west Contra Costa County. Several transbay lines to San Francisco would be realigned to provide feeder service to BART stations, while continuing to provide local and transbay service. One transbay line would be abandoned, while two commuter lines serving El Sobrante would continue because of relatively fast travel time.

Realignment proposals are:

EL CERRITO — Existing local and transbay lines would provide connector service to BART stations. Intercity service along San Pablo Avenue would connect business districts and civic facilities with nearest BART station. Re-alignment of hill area lines would give riders direct service to Richmond BART station or El Cerrito Plaza station. Existing transbay service would provide feeder service to the Del Norte station, then continue via present routing due to relatively rapid travel time. Extended commute hour transbay express service along Arlington Ave. (H) (HX) would operate to North Berkeley BART station. Extended local service along Arlington (7) would operate to the BART station in downtown Berkeley.

EL SOBRANTE — Local lines to downtown Richmond would continue on present routing, but would be realigned to serve the Richmond BART station. Transbay commuter lines would continue to operate as at present, because of relatively rapid travel time.

RICHMOND — Direct service would operate between the Richmond BART station and north Richmond, East Richmond Heights, Point Richmond and Richmond Civic Center. Claremont Village, north Richmond and the industrial area along Cutting Blvd. would be connected with Del Norte station in El Cerrito. Transbay commuter service would continue to operate along 23rd St. and Carlson Blvd. due to relatively rapid travel time. The major existing transbay line serving Richmond (L) would provide connector service to the Del Norte BART station.

SAN PABLO — Local service along San Pablo Ave. would be extended to serve the Del Norte and El Cerrito Plaza BART stations. Existing local service would continue to downtown Richmond, serving the Richmond BART station. Existing transbay commuter service would continue, due to relatively rapid travel time.
Preliminary proposals for realignment of AC Transit bus routes in Albany, Berkeley, Kensington El Cerrito, El Sobrante, Richmond, San Pablo to serve Bay Area Rapid Transit District stations
Veterans hit retirement trail

They'll be no more bus directing at the Transbay Transit Terminal by one of the greatest transportation men of them all, C. M. "Johnny" Walker.

Walker, whose 438 years as a transportation superintendent is considered a record on the property, turns in his brass effective January 1, 1971.

There's little in transportation in the era of the Key System and AC Transit that Johnny hasn't done. But he is best remembered by commuters as the man who stood outside the Transbay Transit Terminal in San Francisco every afternoon, waving buses to the right lane.

Walker, who has been on sick leave, started as a street car conductor at the Central Car House on May 20, 1929. He later worked as a motorman and when one-man street car operation began in 1930, worked the combination.

**Shipyard railway**

That same year, Johnny went to the Key System pier as a brakeman on the trains and the next year, moved up front as a motorman. In 1932 he went into the office as receiver, then became chief clerk. In 1938, it was back to the pier as trainmaster. In 1942, Walker was made assistant superintendent and took over one of his biggest jobs—operating the railway that took workers to the shipyards from Oakland to Richmond.

Johnny, who stripped wires from the abandoned Southern Pacific line on Bay Bridge to get the railway into operation, remembers the brawling aboard the trains and the gambling games that were "raided every now and then by police," but he kept the trains running until 1946—the same year he was named superintendent.

Over the years, Johnny remembers the time the Key System pier burned; the fires that stopped trains on the bridge, suicides off ferry boats and a number of accidents that jammed schedules.

But he also recalls, with pride, that buses have rolled in and out of the terminal—300 between 4 and 6 p.m.—without "any problems. There's been no trouble at all."

He and his wife, Idella, of 1730 Pacific Ave., Alameda, plan now to do some traveling to see two great-granddaughters in Lexington, Ky.

Preceding Walker into retirement recently were two 25-year veterans of Key System and AC Transit, Harold F. Ransford and William F. Locke.

Ransford, 55, started with Key System Transit Lines in July, 1945, and retired in October after a quarter century as an operator. He has since moved to Nevada.

Locke, a 62-year-old mechanic, retired last month with 25 years of service, although his original starting date with Key System was 35 years ago in 1935. He quit once, came back and then left again during World War II to build ships.

Locke has many memories of his years in transit, but one of the outstanding incidents is the time he wound up at the controls of a Key System train as it crossed the Bay Bridge in a dense fog.

As a mechanic, he had maneuvered a "head-end fill" car into place on one of the bridge trains. The next thing he knew, the train was heading across the bridge and he was at the controls.

"The fog was so thick, I absolutely could not see where I was going," Locke recalls. "I was shaking by the time the regular operator took the controls away from me, but he didn't seem to be bothered by the fog at all."

Locke is spending his retirement at home at 17526 Parker Rd., Castro Valley, "until next Spring, when I will try to talk my wife into driving with me to Alaska."
NEW RECORD—Employees of purchasing and stores department share recognition for working five years with no lost time due to job injuries—a record achievement. From left, seated: Tony Moreno, Howard D. Beebe, department manager; Alan L. Bingham, general manager; William Morris, district manager of State Compensation Insurance Fund. Standing, from left: Edward Vigli, John Abeyta; John Krajcar, Thomas McIntyre, Robert Dunn; Jason Alexander, Gerald Flanery, claims department, State Fund; John Cook, also from State Fund; Victor McNeely, George Akers, Mary Chiocca, Edward Keaton, Louis Gilmore, Lex Patton, Olivia Amaral, Gordon Wadsworth, safety engineer (at rear) and Edward Rogers.

Workers set record for safety

Employees of purchasing and stores department were treated to coffee and doughnuts when they worked their first year with no lost time due to on-the-job injuries.

This year, they tallied a five-year record and were hosted at a glamorous Polynesian luncheon by H. D. Beebe, department manager.

Now they are looking forward to another five years of safety—and Beebe's answer to the "trip to Hawaii" he promised all if they worked 10 years without an accident.

The plaque for five years without lost time from job injuries was presented by William Morris, district manager of the State Compensation Insurance Fund.

It was the first five-year plaque given by the fund for a department turning in such a record, Morris said.

"The award is a gesture in recognition of the goals you have accomplished. That's a real goal—and it's drawn you close together," Morris told members of the department.

Alan L. Bingham, general manager, responded that "safety is important because it's important to you. You have managed through your own conduct to keep yourself well. That's what you've accomplished."

Beebe also reminded the workers they handled thousands of items and tons of material and a "lot could be said" for their right attitude toward their jobs, in working in a safe manner.

The department has worked 209,200 hours without a personal injury. Five more years and it's "Aloha, Hawaii."

Upward trend in riding continues

Fare box revenue and passenger riding during October continued the steady upward trend of recovery from the effects of the June strike, but the highs of a year ago were not quite reached.

Passenger revenue during October was $1,349,669, up $137,091 above September, but still $60,399 less than the $1,409,798 earned during October, 1969. The total was 4.28 percent below the year-ago figure. On East Bay lines, fare box revenue was $735,336, down $53,331, or 6.76 percent, compared to the $788,667 collected during October, 1969. On transbay lines, revenue was $614,333, down 1.12 percent from revenue of $621,311 during the same month last year.

Commute book sales were $272,734, down 4.6 percent from sales of $285,994 during October, 1969.

AC Transit buses carried 4,662,939 passengers during October, a jump of 575,929 in one month, but still 213,607, or 4.38 percent, below the 4,876,546 carried in October, 1969. On East Bay lines 3,343,150 passengers rode during October, down 154,887, or 4.43 percent, from the 3,498,037 who rode during October a year ago. Transbay routes carried 1,279,028, off 28,305 or 2.17 percent from the October, 1969, figure of 1,307,333.

Operating costs during October were $1,777,908, up $164,526 or 10.20 percent above costs of $1,613,382 during the same month in 1969. AC Transit operated 2,166,209 miles of service during October, down 5,600 or .26 percent from the October, 1969, mileage of 2,171,809.

Total income of $2,126,188 covered operational costs, depreciation and bond debt requirements, leaving a surplus of $153,008.
Actions of the Board

At an adjourned regular meeting Nov. 19, the Board of Directors:
• Authorized General Manager to exercise option with General Motors for purchase of 15 additional buses, on motion of Director McDonnell. (See story, Pg. 2)
• Adopted revised 1970-71 operating estimate, on motion of Director Rinehart.
• Proposed AC Transit representation on Metropolitan Transportation Commission, in letters to Boards of Supervisors and Mayors' Selection Committees, on motion of Director Copeland.

At an adjourned regular meeting Dec. 2, the Board of Directors:
• Authorized Maintenance Department staff member to accept 1970 Fleet Owner Maintenance Efficiency Award, on motion of Director Rinehart.

At a regular meeting Dec. 9, the Board of Directors:
• Authorized General Manager, Attorney and Board President to attend meeting with congressmen on status of regional planning and effect on federal grants, on motion of Director Rinehart.
• Adopted resolution declaring results on Nov. 3 election of four directors, on motion of Director Rinehart.
• Continued reduced senior citizen fare for another year, on motion of Director Bettencourt. (See story, Pg. 3)

Union officers re-elected to posts

Incumbent union officers were re-elected by union members in December. With the election, Edward A. Cordeiro will remain as president of Amalgamated Transit Union, Division 192. He was opposed by former president Louis F. Bone and operator Robert R. Blair.

Also re-elected were: William F. McClure, financial secretary; James G. Thomas, vice-president and maintenance business agent; and George Garcia, vice-president and operations business agent. Recording secretary Mike Chuba was unopposed.