Public views sought on rerouting
A proud Record of Safety

NEW EMBLEM—Emeterio Lopez, right, bus driver at Emeryville Division, receives his new, 1971 “Safe Driver” patch from Dale Goodman, transportation superintendent. Lopez has driven six years without an “at fault” accident.

MORE MILES—Drivers at Richmond Division used bus tires to keep track of safe driving miles. From left are: Ben Davis, Wayne Huff, Jess McGowan, Harvey Jackson and Victor Bright.

Bus drivers at AC Transit’s three divisions topped the safe driving goal during February, giving the system its highest monthly record yet—an average of 14,338 miles per accident.

Emeryville Division operators headed the list with 16,497 safe driving miles per accident, followed by Richmond drivers with 15,890 miles and Seminary Division drivers with 13,363 miles. The system goal is 13,350 miles per accident.

For Richmond drivers, it was the eighth month in a row “over the top.” In all, the Richmond operators beat the safety bogey 10 months out of 12 in 1970, then continued their winning ways in 1971, racking up 19,899 safe driving miles per accident in January.

The system average for 1970 was 12,773 miles per accident, best total since AC Transit went into business. The 1970 record tops the 1969 figure of 11,428 miles and is a substantial increase over the 9,041 miles per accident established in 1961.

New safety emblems meanwhile were being awarded to operators for each year without an “at fault” accident. In January and February, 134 new patches were given to drivers.

Preliminary Proposals for Realignment of AC Transit Lines in Coordination with Future BART Service

The public was having its chance this month to express what it personally thinks about AC Transit’s rerouting proposals to coordinate with future BART service.

Nearly 14,000 passengers, who commute by bus from the East Bay to San Francisco, were given survey cards on all westbound trips during one morning commute period.

Each card was individualized for the 38 lines currently operated across the span during the commute peak. Passengers were given realignment proposals for their individual line and questions were asked to determine if they are satisfied with the way AC Transit plans to operate the route when BART goes into service.

Space also was provided for comment. The survey resulted in an exceptionally large return from commuters.

At the same time, the transit district set up a map exhibit on the mezzanine floor of the Transbay Transit Terminal in San Francisco, showing realignment plans.

A summary of what is proposed for transbay lines is provided at the exhibit, along with a blank form on which commuters or interested persons can make comments before dropping the form into AC Transit survey barrels.

The display proved a “hit attraction” for commuters and midday riders, with the public taking 10,000 copies of the summary during the first day and a half of week-day traffic.

All transbay riders are asked to consider how they personally are affected by rerouting plans and their opinion of changes.

Consideration of passenger opinion is in line with the appearances being made by AC Transit before civic officials, organizations and business groups concerning coordination plans.

Management also is taking advantage of the experience of bus drivers and has asked for their suggestions.
New computerized program underway

A new computerized program to develop improvements in operations and management got underway this month at AC Transit.

The program, being tested in partnership with the Federal government, promises improved efficiencies and information of value to AC Transit—and to the entire transportation industry.

All data collecting equipment was installed by the beginning of the month and training started on the use of machines.

On the property, at convenient locations at each division, are:

• Service data collector, where fuel, oil and water used by each coach is recorded.

• Labor data collector, which records the time charged to a specific job. It also can be used to punch in and out at the beginning and end of the work day.

• Job set-up data collector, which identifies and establishes each job to accumulate costs—including labor and materials.

• Job material and inventory collector, which records receipt and issue of materials to and from stores. Through use of this unit, the computer can update inventory on hand and indicate when to reorder.

Training began on the service islands and was to proceed to other maintenance department facilities. The program later will be extended to inventory and stores.

Information entered into the units goes by leased telephone line to the data processing center at AC Transit's General Offices. There, other information is added to the magnetic tape.

Data then is sent, over a 2500-mile telephone hook-up, to a computer center at Kent State University, Kent, Ohio.

The center processes the data and transmits it to Oakland, where it is reproduced. The entire process, from start to finish, takes less than four hours.

Advantages

In the maintenance department, the system is expected to result in detailed information on coach operating costs, including a history of maintenance work done on each bus.

Reports will summarize performance of individual coaches, permitting assignment of buses by cost factors. Other reports will include preventive maintenance checks and list of vehicles due for inspection; vehicle miles operated, tire mileage, maintenance costs analysis by job type and vehicle maintenance by location and activity.

The project, of top priority in the Department of Transportation's approach to research and development, is being financed through a federal grant of $315,000. AC Transit's contribution of $90,000 includes about $30,000 in cash and the balance in staff services.
Death claims pensioners, employees

Death has taken seven AC Transit people in recent weeks; five were pensioners, while two, Silvester Anderson and Cecil Wiseman, were active employees.

Walter L. Tresemer, 73, died on New Year's Day. He started with the long defunct Richmond Shipyard Railroad during World War II and switched to Key System Aug. 16, 1943, as a clerk in the accounting department. Tresemer, who lived at 111 Central Ave., Alameda, retired Mar. 1, 1962.

George Medeiros, who died one day after Tresemer, started work as a service employee on Aug. 14, 1941, and retired July 1, 1965. A native of Hawaii, Medeiros was 65 at death. He is survived by his wife, Sophie, of 1051 Donovan Dr., San Leandro; a son, Clarence; a daughter, Mrs. Alice Chavez; a stepdaughter, Lillian Tavares, and two grandchildren.

Arthur C. Moore, 75, a motor coach operator during his entire career, died Dec. 15. He started Oct. 29, 1928, and retired June 1, 1965.

Moore is survived by a daughter, Mrs. Helen Randol of Colorado Springs, Colorado. He was living in Point Richmond at his death.

Eighty-year-old George C. Howard died on Dec. 20. His career, which began Oct. 24, 1923, and ended with his retirement on April 1, 1955, was as a trainman in the old Oakland yard. Howard lived at 520-49th St., Oakland, and is survived by a sister, Ruth Walker, of San Pablo.

Veteran pensioner J. P. Rooney, 51, who started work on May 24, 1926, and retired Sept. 1, 1954, died Feb. 27. He died at the Veterans' Hospital at Yountville, California.

Anderson, 51, a utility service employee at Emeryville, died suddenly on Feb. 21. His first day of employment was July 11, 1947. Anderson is survived by his widow, Mary, who lives at the family home at 1616B Prince St., Berkeley.

Wiseman, 56, a dispatcher since June, 1963, died Dec. 16. He started as a motor coach operator on Oct. 26, 1945, becoming an assistant dispatcher eight years later. Wiseman, who lived at 259 W. Chanler Ave., Richmond, is survived by his widow, Lillie, and a daughter, Mrs. Judith C. Reed.

Northbound buses to return to Broadway after four year absence

After an absence of more than four years, northbound buses will be back on Broadway in downtown Oakland about mid-May.

The rerouting began in January, 1967, with the start of BART construction. At that time, northbound lines were shifted one block to Franklin St. In all, the rerouting affected the riding habits of some 80,000 passengers carried into and out of the downtown section daily by AC Transit buses.

Returning to Broadway will be Lines 51-58-College Ave.; Lines 59/76-Broadway Terrace-Montclair; Line 11-Oakland Ave.; Line 42-Piedmont and Lines 40-43-43A-Telegraph Ave. Line 33-Berkeley intercity express and Line 31-Richmond, peak hour commute express, also will be back on former routing.

Remaining on original routing on Franklin will be Line 12-Grand Ave. and Line 18-Lakeshore Blvd. Also remaining on Franklin will be intercity express Line 34-MacArthur Blvd. Intercity express Lines 30/32-San Leandro-San Lorenzo; 36-Washington Manor and 38-Bancroft Ave. will continue to discharge inbound passengers on Franklin during commute hours.

Revenue, riding down in January

East Bay revenue and passenger riding were down in January, compared to the same month a year ago. Transbay revenue showed a slight gain.

Total passenger revenue for the month was $1,244,322, down $23,256 or 1.83 percent below the $1,267,578 collected during January, 1970. East Bay revenue was $633,337, down $28,310 from the $661,647 dropped into fare boxes a year ago—a decrease of 4.09 percent. Transbay revenue for January was $580,985, an increase of $5,054 or .88 percent above revenue of $575,931 collected during January, 1970.

Commute book sales totaled $268,906, down .8 percent from sales of $271,198 during the same month in 1970.

AC Transit buses carried 4,269,826 passengers during January, down 111,401 or 2.54 percent below the 4,381,227 carried during the month of January, 1970. East Bay buses carried 3,062,214 passengers, down 107,902 or 3.40 percent below the 3,170,116 who rode in the same month one year earlier. On transbay lines, patronage for the month totaled 1,207,612, down 3,499 or .29 percent below January, 1970.

Operating costs during the month were $1,741,953, up $125,129 or 7.74 percent above year-ago expenses of $1,616,824. The District operated 2,057,950 miles of service, a decrease of 24,465 miles or 1.17 percent below the January, 1970, mileage of 2,082,415.

Total income of $1,978,292 covered operational costs, depreciation and bond debt requirements, leaving a surplus of $41,127.
Actions of the Board

At an adjourned regular meeting Feb. 24, the Board of Directors:

- Referred bids for furnishing petroleum products to General Manager for review and report, on motion of Director McDonnell.
- Authorized General Manager to attend 1971 American Transit Association Executive Conference, on motion of Director Bettencourt.
- Recommended return of northbound buses to Broadway, upon completion of BART construction work in downtown Oakland, on motion of Director McDonnell. (See story, Pg. 6)
- Recommended extension of service to outer harbor area, Oakland, upon completion of new 7th St. roadway, on motion of Director McDonnell. (See story below)
- Authorized creation of new position of chief ticket seller, on motion of Director McDonnell.
- Recommended General Manager’s salary be increased to $30,000 annually, on motion of Director Copeland.

District shows decade
Of passenger gains

AC Transit is the only major transit property in the west to show a steady increase in riding over the past decade. Patronage on system buses jumped 15 percent between 1960 and 1969. The count during that period rose from 45,426,000 riders to 52,335,000.

During the same period, the number of passengers carried in all U.S. cities declined 15.58 percent.

In 1970, despite a 19-day strike, AC

Transit showed a patronage still was 5.81 percent ahead of 1960, with the District as the only major western property to end the 10-year period on the black side of the patronage ledger.

San Diego Transit System, which also suffered a strike during the 1970 year, showed a patronage decrease of 50 percent during the past decade.

San Francisco Municipal Railway carried 141,589,000 passengers in the calendar year of 1960 and 139,554,000 in 1970, a decrease of 1.44 percent, according to figures compiled by the American Transit Association.

Nationally, riding was down 50 percent during the past 10 years.