AC Transit demonstrates STEAM BUS
Small buses to be purchased

AC Transit will buy 15 smaller buses for use on neighborhood lines as part of a program aimed toward more economic and efficient operations.

The 33-passenger coaches will be included in an order for 35 new buses, funded under an amended government grant.

General Manager Alan L. Bingham told the Board of Directors at a meeting this month that extensive studies have shown decided advantages in utilizing smaller buses on a selective basis for certain low-passenger volume lines, including those serving hill areas.

The small buses will have the latest in design improvements, including a new type seat.

The other 20 coaches will be 51-passenger models, 102 inches wide, and will be equipped with Environmental Improvement Program kits, designed to minimize noise and air pollution.

The grant for $944,846, approved by the U.S. Department of Transportation, also will cover costs of converting the current basic fleet to an improved fuel injector. The new buses will have the same low sac needle injector, giving the District 497 coaches with the latest in ecological advances.

Project costs, totaling $1,417,270 for buses and injectors, will make AC Transit one of the first systems in the transit industry to take such extensive measures to minimize air and noise pollution.

The buses will have new flooring material to reduce noise levels with in the coach and acoustical treatment between engine and passenger compartments. All will be equipped with two-way radios.

Wide picture windows will rise nearly to the ceiling, giving an unobstructed view. Advertising racks will be eliminated, with provision for installing two to four contoured advertising frames to accommodate advertising customers.

New bus seats will be featured in both models.

The larger coaches will have deep bucket seats with individual backs and cushions. Seats will be wall-mounted and have a center pedestal. Smaller buses will feature individually cast nylon seats with fabric pads. They also will be wall-mounted and have a center pedestal, adding to leg room and a look of spaciousness while allowing for easier cleaning.

Board urges free Transfers between Buses and BART

Passengers should be able to transfer free between AC Transit buses and BART trains, if the use of public transportation is to be maximized, in the opinion of AC Transit directors.

The board has adopted as policy the establishment of a joint AC Transit-BART fare structure which, hopefully, will require no separate charge for feeder service within any one fare zone.

Directors agreed, however, that neither transit agency is in a financial position, under present tax and fare policy, to absorb the costs of a joint fare.

The adopted policy includes the intent to jointly seek financial assistance to permit establishment of more effective coordination, including a free transfer.

In the meantime, the board decided both agencies should try, within their present financial ability, to establish at the outset of BART service a joint fare structure which would offer some fare reduction to passengers using both systems.

At present, the round-trip bus fare from Hayward to 12th Street, Oakland, is 80 cents.
Steam-powered bus being tested

The first modern steam-powered bus was undergoing rigid testing and evaluation this month, before making a national appearance.

The bus was turned over to AC Transit by William M. Brobeck, head of a Berkeley engineering firm which developed the steam-power system under a grant to the California State Assembly by the U.S. Department of Transportation. The engineers are conducting performance checks, however, until the bus is sent to Washington, D.C., for a demonstration for Congress and DOT officials.

Rides in the bus will highlight a steam demonstration project set in December, 1968. The project was financed by a $1.6 million grant from UMTA/DOT, the first such grant made to a state legislative body.

The bus will be returned to AC Transit for driver training before going into service on East Bay and transbay lines.

THE WORKS—Steam generator, left, and engine, right, are shown prior to installation. The generator contains 1400 feet of tightly coiled steel tubing through which water passes while being heated to steam. Double-compound engine consists of one high, and two low-pressure cylinders, visible at right.

To determine the modern application of steam power—one of the foremost of the external combustion systems—the experimental steam bus project was set in motion by the California State Assembly in December, 1968. The project was financed by a $1.6 million grant from UMTA/DOT, the first such grant made to a state legislative body.

Brobeck, one of three contractors selected to develop steam systems, was paired with AC Transit. Lear Motors Corp., Reno, Nev., is to provide a bus and power plant for testing by San Francisco Municipal Railway. Steam Power Systems, Inc., San Diego, is equipping a bus for Southern California Rapid Transit District.

After demonstration in Washington, the bus will be returned to AC Transit for driver training before going into service in East Bay and transbay lines.

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New equipment funded by grant

(Continued from page 3)

The grant previously was approved to cover 30 larger buses and the fuel injectors, but was amended to allow purchase of the smaller units after the District determined operational and economical factors justified acquisition of some smaller coaches. No change in the overall budget was required because of lesser unit costs for the smaller buses.

It will be the first purchase of small coaches made by AC Transit since taking over from Key System Transit Lines in 1960. Small buses were part of the fleet since early bus days, with the last purchase of 27-passenger Ford buses made in 1946. During the same year, a fleet of 38-passenger General Motors buses was purchased, some of which continued in operation until 1966.

AC Transit men to attend management training program

Two AC Transit men will join with representatives from other transit systems across the country at a management training seminar in Massachusetts in November.

The seminar, conducted by Northeastern University of Boston, will help participants broaden their prospective toward the impact of mass transportation on our modern, urban society.

Attending will be Dale Goodman, transportation superintendent at Emeryville, and Robert L. Gettys, assistant claims manager in the Oakland General Offices.

The seminar, to be held Nov. 7 through 19, will be conducted at Weston, Mass., near Boston.


Old photos recall early bus days

Riders of AC Transit's modern, air-conditioned "new look" buses probably take their comfort for granted; but it wasn't too many years ago that today's conveniences were unheard of.

The photos on this page, which come from the collection of Robert A. Burrowes of Stockton, serve to remind us of what some of the early buses looked like.

They were the pride of the fleet when they were first introduced, but to borrow from a current commercial, "We've come a long way."

Burrowes, who has been taking photos of buses since 1936, now has a collection exceeding 1250 pictures and admits to having photographs of nearly 80 percent of all buses ever operated.

Financial aid sought for joint fare plan

(Continued from page 3)

The tentative BART fare, for the same round trip, is $1.40 — a 60 cent fare increase. An additional 50 cent round trip bus ride between a Hayward residential neighborhood and the closest BART station would bring the total fare to $1.90, or $1.10 more than the present bus fare. This is equivalent to a 137.7 percent fare increase.

How to arrive at a joint reduced fare — without outside financial help — has been one of the knotty problems under study by a transit coordination committee consisting of representatives of the two agencies plus the Metropolitan Transportation Commission.

As an optimum, AC Transit has sought the same transfer privileges now accorded its passengers. No charge is made by the bus system for riders transferring between East Bay lines, or between East Bay and transbay lines. Nor was any charge made by predecessor companies for decades.

If a transit rider has to pay a full bus fare plus a BART fare, his costs will be increased to where both systems will lose patronage, the board found. The result would be a greater use of automobiles, with a continuing detrimental effect on the environment.

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NEW EMPLOYEES

AC Transit welcomed these new workers in July, August and September

V. M. Briganti
Transportation
Richmond

David L. Hanson
Transportation
Seminary

Richard R. Salles
Transportation
Seminary

Philip B. Clarke
Transportation
Emeryville

Eugene L. Cate
Transportation
Emeryville

Larry J. Crew
Transportation
Emeryville

John W. Daniels
Transportation
Emeryville

Robert B. Dickson
Transportation
Emeryville

Eugene L. Cata
Transportation
Emeryville

Edgar S. Jackson
Maintenance
Seminary

Eldon I. Bain
Transportation
Emeryville

J. M. Goodman
Transportation
Emeryville

Larry J. Crow
Transportation
Emeryville

Carl J. Johnson
Transportation
Emeryville

L. L. Smallwood
Transportation
Emeryville

Delavan C. Smith
Transportation
Emeryville

Robert B. Dickson
Transportation
Emeryville

Donald G. Jones
Transportation
Richmond

John W. Daniels
Transportation
Seminary

John S. Snively
Transportation
Emeryville

Jonas H. Jones
Transportation
Emeryville

W. A. Wordy Jr.
Transportation
Emeryville

David L. Hanss
Transportation
Seminary

Kenneth J. Heiser
Transportation
Seminary

Carl J. Johnson
Transportation
Emeryville

Donald G. Jones
Transportation
Richmond

Kenneth C. Olson
Transportation
Emeryville

Glenn T. Purdue
Transportation
Richmond

Richard R. Soltes
Transportation
Seminary

David A. Schuette
Transportation
Emeryville

L. L. Smallwood
Transportation
Emeryville

Jerry E. Van Dyke
Maintenance
Emeryville

J. R. Satherlin
Transportation
Richmond

Gerald L. Teach
Maintenance
Emeryville

Cecil R. Van Diver
Transportation
Richmond

H. R. Williams
Transportation
Emeryville
"Radio Alert"

Oakland police award certificate
To driver who aided in capture

Richmond Division driver John W. Ashley has been awarded a Certificate of Appreciation by the Oakland Police Department for his aid in the recent capture of four burglary suspects.

The efforts of seven other drivers who alerted police to emergency situations also were noted in an official Oakland Police bulletin.

Ashley and the other drivers participated in the "Radio Alert" program through which police are notified of incidents through on-board radio calls to Central Dispatch.

According to the police certificate, Ashley spotted four men fleeing the scene of a clothing store burglary. He radioed in information, relayed from CD, police were able to capture the suspects.

Other drivers credited by police with reporting incidents and emergencies were: Julian DeWatney and Ernest Duogar of Emeryville Division; Richard McVay of Richmond Division; James Daniels, Mrs. Fay Engelage, Michael Orona and Dalton H. Fowell of Seminary Division.

According to Oakland police, AC Transit operators have turned in more reports than any other organization participating in the program.

Pensioner, driver die
In recent weeks

Two transit men, a long-time pensioner and an active driver, died within the past few weeks.

John C. Valladao, 85, died of a stroke on Aug. 19. He was first employed as a street car operator on Oct. 17, 1910 and became a motor coach operator in 1936.

Valladao, who retired June 1, 1951, lived at 1926 Leila St., Castro Valley. He is survived by his widow, Lorene.

Driver Ralph S. Gomez, 37, died Oct. 2 of gunshot wounds. Employed Dec. 9, 1965, he is survived by his widow, Josie, and four children: Joan, Ralph Jr., Richard and Pamela. The family lives at 2521 Fruitvale Ave., Oakland.
Actions of the Board

At an adjourned regular meeting September 22, the Board of Directors:
• Authorized public hearing on a Federal grant application to finance estimated capital needs for the next five years, on motion of Director Copeland.
• Authorized special service to the Oakland Coliseum should the Oakland Athletics participate in play-off or World Series games, on motion of Director McDonnell.
• Authorized Assistant General Manager for Personnel to appear before U.S. Senate Labor Sub-Committee in Washington, D.C., on motion of Director Berk.
• Authorized General Manager to attend Conference on Organization for Continuing Urban Transportation Planning, on motion of Director Bettencourt.
• Authorized continuing pension of former Treasurer-Controller during temporary re-employment, on motion of Director Copeland.
• Adopted general prevailing rate of per diem wages and fringe benefits on construction work for the District in Alameda and Contra Costa counties, on motion of Director Bettencourt.

At a regular meeting October 13, the Board of Directors:
• Adopted, as a long-range policy, that riders should not be required to pay separate fare for feeder service to BART stations, on motion of Director Copeland.

Drivers in all three divisions exceed Safe-driving goal during September

Drivers in all three AC Transit operating divisions exceeded their safe-driving goals during September.

Emeryville drivers were highest with 18,237 miles and now have five months of topping the goal of 13,250 safe-driving miles per accident.

Richmond drivers, who had a 15-month-long record until August, started a new string in September with 13,889 safe-driving miles.

Serramonte drivers, who set an all-time division high during August with 19,986 miles, followed this with 14,311 miles per accident during September. They now have a three-month string going.