Drivers recognized for New safety excellence
PASSENGERS APPROVE – East Bay people who rode the steam bus during its week-long demonstration generally expressed approval of the steam power concept. First day revenue passengers were interviewed for answers to specific questions about the bus. Bottom, left, on this page is the first fare-paying passenger, Joe Marks of Oakland. Above him is training instructor Cecil Gross who drove the bus during testing periods.

Steam bus demonstrated

Bus riders have a keen awareness of pollution and its causes. This fact was prominent when steam bus passengers were interviewed during the first day of operation of the bus last month.

More than 85 percent of first day riders correctly labeled auto exhaust as the major polluter.

Similarly, some 86 percent thought steam power will help reduce smog.

Nearly everyone who rode the bus approved of the experiment, with only a handful objecting.

At the end of the first day a mechanical breakdown occurred. The bus now is undergoing repairs and a period of scientific testing before resuming service.

Vice-president Guy Warren dies

E. Guy Warren, vice-president of the AC Transit Board of Directors, died in Hayward February 5 at the age of 71.

Warren, who was instrumental in the effort which created AC Transit in the mid '50's, was appointed to the Board in June, 1961, replacing Paul E. Deadrich who had resigned.

Warren was elected to a full four-year term in 1962, re-elected in 1966 and again in 1970. In each of his three elections, he ran unopposed.

He was in his fourth straight year as vice-president at the time of his death.

State college board chairman
He also was chairman of the Board of Trustees of the California State Colleges, a position he had held for 18 months. He served ten years on the state board, having been appointed in 1962 by former Governor Edmund G. Brown.

He was a member and president of the Hayward High School Board of Trustees in the early '40's, president of the Hayward Chamber of Commerce later in that decade, a member of the California State Chamber of Commerce's transportation committee in the early '50's, a member of the Hayward Airport Board of Directors and was an official of a long list of other organizations.

He headed several bond drives in the Hayward area, as well as hospital fund drives and, in 1954, was named as Hayward's "most distinguished citizen."

Two decades in transit

Warren's work in the transit field began in May, 1951, when he was appointed by the Alameda County Board of Supervisors to the Rapid Transit Committee. In August, 1953, he was appointed to the Alameda-Contra Costa Transit Committee, following the merger of parallel committees in both counties.

In April, 1956, Warren was appointed to the 15-man East Bay Transit District Organization Committee, the group which spearheaded enactment of the Transit District Law and the subsequent formation of AC Transit.

Later, he was active with the groups which conducted the successful formation election and bond issue elections. He was appointed to the AC Transit Board in 1961.

On AC/BART coordination committee
Early last year, Warren was one of three AC Transit directors named to the important joint committee on AC/BART coordination. He played a leading role in implementing coordination of the two transit systems.

Warren's other great interest was education and the improvement of the state college system. As a member, and most recently as chairman of the colleges' governing board, he aided in the growth of the system to its rank of pre-eminence in the country.

He generally is credited with having been the dominant factor in getting a state college campus built in Hayward, putting up a large sum of his own money to pay for an engineering study which convinced the State to build the campus.

He was the owner of Warren Transportation Co. which he founded in Hayward in 1928.

Surviving Warren are: his widow, Adair; a son, Richard; a brother, Stafford W. Warren, dean of the UCLA medical school; and five grandchildren.
A major shuffling of jobs took place in AC Transit's Purchases and Stores Department this month with the retirement of two veteran employees, Howard D. Beebe and Thomas E. McIntyre.

Beebe, who spent 43 years in the transit industry, retired as manager and will be succeeded by John A. Krajcar.

McIntyre, who started as a stenographer Nov. 17, 1936, will be succeeded by Robert Dunn.

Dunn's job as senior clerk will, in turn, be filled by Miss Olivia Amaral.

In a related move, George Akers was promoted to supervisor of stores.

Beebe, 65, started his career with the Los Angeles Railway in 1929 in the purchases and stores department.

He was transferred to the Bay Area in 1947 by National City Lines which, at that time, owned both the Los Angeles and East Bay systems.

A native of Jefferson, Iowa, Beebe and his wife of 41 years, Marguerita, now live in Castro Valley. They have two sons and four grandsons.

McIntyre, 62, was called into the Army in 1942 after six years with Key. He served in the Alaska combat zone and was discharged as a sergeant in 1945.

His post-war assignments were clerk, then buyer in 1958, the post he held until his recent retirement.

A native of Montreal, Canada, McIntyre and Norma, his wife of 21 years, live in Hayward.

Just before he left, McIntyre said:

"After 36 years, it's time for somebody else to spend AC Transit's money; all I want to do now is relax and enjoy life."

Krajcar was born in Joliet, Illinois, 50 years ago. He started his career as a store supervisor-clerk in 1946, shortly after being discharged from the Army.

Promoted to supervisor of stores in 1950, he became assistant manager in 1958.

Dunn, who succeeds McIntyre March 1, started with Key System as a parts clerk in 1946. He was appointed storekeeper in 1951 and invoice clerk in 1962.

A resident of Pleasant Hill, the 52-year-old Dunn and his wife, Betty, spend much of their time on yard work and playing with their grandson.

Akers was promoted to supervisor of stores February 1, after serving as leadman in the Emeryville store the past two years. Now 35, he began as a parts clerk nine years ago.

Akers, his wife, Hetty, and their daughter, Christina, live in Pleasanton.

Miss Amaral, who moves over to Dunn's desk, began with Key during World War II as a clerk, later becoming a secretary/stenographer, and then a secretary on January 1, 1962.

BART/AC transfer plan approved

A one-way free transfer from BART trains to AC Transit buses has been approved by the AC Transit Board.

Under the plan, a rider would pay his regular bus fare en route to a BART station. Returning, he would receive a transfer at BART which would be good for a ride on connecting bus service at no additional charge. Regular BART fares would be paid in both directions.

The net effect of this transfer procedure for round-trip passengers using both systems would be a 50 percent fare reduction for the feeder bus ride portion of the trip.

Revenue losses under this arrangement would be borne equally by BART and AC Transit, according to the proposal.

The plan was a part of a four-part suggestion made to the two transit districts by Joseph Bort, Alameda County supervisor and chairman of the Metropolitan Transit Commission, at a meeting last November.

Sixty new buses due
For delivery in June

Sixty new buses, all with anti-pollution kits, will be added to AC Transit's fleet of coaches, with delivery starting in June.

The Board of Directors approved awarding a contract for purchase of the first 20 buses to General Motors, on a low bid of $36,480 per bus, delivered at Emeryville. At the same time, directors approved exercising an option to purchase another 40 buses by mid-year.

The total equipment package, including fare boxes and two-way radios, is priced at $2,257,160. Two-thirds of costs will be financed by the U.S. Urban Mass Transportation Administration.

In line with long-range planning, the district expects to buy a total of 100 new buses this year and 240 more during the next four years, retiring the last of the old Key System Transit Lines equipment.

AC Transit directors and representatives from BART agreed to recommend the proposals to their respective boards for approval.

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

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's directors.

At present, the round trip bus fare from Hayward to 12th Street, Oakland, is 80 cents. The BART fare, for the same round trip, is $1.20, a 50 percent increase, without taking into account any additional fares for feeder bus service.

Bort also urged every effort be made to substantially reduce parallel express bus service between Southern Alameda County and downtown Oakland.

Alan L. Bingham, AC Transit general manager, pointed out that bus realignments, already approved by the Board, call for a 75 percent reduction in bus service between Southern Alameda County and Oakland. The remainder of express service is being retained because of demands by present commuters.

Arthur Young and Company
Awarded audit contract

The Oakland office of the nationally-known auditing firm, Arthur Young and Co., was awarded a one-year renewable contract this month to conduct an audit of AC Transit's books.

Board policy is that no one firm may conduct the district's audit for more than five consecutive years, a limit reached by the previous auditing firm.
All divisions top Safe-driving goal During January

Drivers in all three AC Transit operating divisions topped the safe-driving goal during January. During the same month, the Safety Department awarded 67 “safe-driver” shoulder patches.

January was the seventh straight month of exceeding the 13,250 miles-per-accident goal for Seminary Division drivers. They went over the goal with 14,615 safe-driving miles.

Emeryville drivers with 14,270 miles-per-accident, and Richmond drivers with 13,292 miles, topped the monthly goal.

A recap of shoulder patches awarded showed 787 drivers added another year to their existing records during 1971.

For each 12-month period during which a driver does not have an accident, he is entitled to a patch showing his total number of safe driving years.

LARSON LEAVES AGAIN—John F. Larson, who returned from retirement to resume duties as interim treasurer-controller for four and one-half months, “retired” for the second time at the end of January. The “double retirement” is symbolized by Larson’s image reflected in the front door of the District’s executive office. Larson stayed long enough to introduce his successor, Lowell Weight, to the intricacies of the job.

BART patrons will Get bus information

With the imminent opening of BART, one of the services which will be provided for public transit riders will be information about schedules, transfer rights and other matters.

To provide the closest possible coordination between the two systems, BART personnel have been studying AC Transit bus routes so that they will be able to answer questions from patrons about bus service.

A direct telephone link between information centers also will be installed.

TRACING TRANSIT ROUTES — Mrs. Maria Robie, left, who will be supervisor of BART’s Information Center, learns AC Transit bus routes.
Actions of the Board

At an adjourned regular meeting Jan. 26, the Board of Directors:

- Authorized General Manager to exercise option to purchase 40 additional coaches, on motion of Director Copeland.
- Authorized General Manager to advertise for bids for fareboxes and mobile radios, on motion of Director McDonnell.
- Directed route changes for Lines “A”, 80 and 83 in downtown Oakland due to the closing of 13th St., between Broadway and Washington St., on motion of Director McDonnell.
- Approved recommendation of the Finance Committee that Arthur Young and Co. be invited to make a presentation regarding proposed auditing services, on motion of Director McDonnell.
- Adopted resolution of intention to levy tax in accordance with provision of State code, on motion of Director Daughtry.

At a regular meeting Feb. 9, the Board of Directors:

- Authorized General Manager to retain Arthur Young and Co. as independent auditors for one year, on motion of Director Copeland.
- Adopted resolution memorializing the late E. Guy Warren, director from Hayward, and expressing sympathy to his family, on motion of Director Daughtry. (See story, Pg. 3)
- Approved a one-way free transfer from BART trains to AC Transit buses, with both agencies sharing the revenue loss equally, on motion of Director Daughtry. (See story, Pg. 5)