AC Transit/BART coordinated projects
Will make riding easy for public

Both AC Transit and BART are well along in coordinated projects to tell the public how best to use bus and train service for future riding.

The extent of progress was reported at a meeting this month of the Board of Control of the AC/BART Coordination project and the Metropolitan Transportation Commission.

Bus stop signs

Directors were told that new AC Transit downtown bus stop signs will have a band of BART blue at the bottom so the public can tell, at a glance, that a bus serving BART stops at that location.

Most of the signs will carry the wording, in white letters, “BUSES TO BART STOP HERE.” In the body of the sign itself will be the number of the line, the station to which it operates and any exceptions in service.

Within two blocks of subway stations, bus signs will give the destination of the nearest subway entrance. Adjacent to stations, the signs will read: “BART STATION STOP.”

Signs which now read only “Bus Stop” will carry the same “BUSES TO BART STOP HERE” message, and will include the number of the line making the stop and whether or not it goes to BART.

Informational innovations include an experimental BART light for buses traveling to train stations.

The experimental light, which still is under development, carries the words “TO BART” in a blue square next to the headsign on the front of the bus. The light would be turned on as buses are en route to BART stations, alerting passengers that a BART bus is approaching. After leaving stations, the light would be flipped off by the operator, to be reactivated before the bus reaches the next BART station.

New portable plastic signs have been designed for older coaches which will be phased out during the next four years.

Head signs

Head signs on buses also are being changed to include BART information. This job involves 10,700 new inserts for headsigns, with 500 inserts a day being turned out at AC Transit’s Emeryville shop.

New pocket schedules are being prepared for 36 lines which have to be rerouted and rescheduled to serve BART.

In all, 69 bus lines will be serving BART in its first phase, observing schedules designed to make the best possible connections with BART trains during peak traffic flow periods.

Timetable inserts

A special timetable insert has been designed for passengers transferring from BART trains to buses at outlying areas where a wait of 30 minutes or more might be expected.

The insert includes both bus and train information and timetables, listing which BART trains should be taken to make a direct connection with the desired bus.

The schedule—also an innovation for the industry—will save passengers an inconvenient wait at the transfer point.

BART efforts

BART reported at the meeting on a bus stop sign designed for stops on station property; on inclusion of bus information in different BART publications; and on maps to be displayed in BART stations. Both agencies are working together on the training of PBX/Information clerks to answer either bus or train queries.

Outside safety lights to be installed;
Will light passenger loading areas

Outside safety lighting, for passengers boarding or leaving buses after dark, will be the latest improvement on AC Transit coaches.

Installation of passenger lights on the outside of buses, above front and rear doors, has been approved by the Board of Directors.

The small, partially shaded lights brighten the area from bus steps and across sidewalks. They are the same type of lights now used in bus stairwells and will provide extra illumination for passengers waiting for buses and for those leaving buses at a stop.

The small lights, which will be on the curbside only, will not bother motorists. They are expected to provide additional safety for passengers.

Sixty new buses are now on order for mid-year delivery will come with the new lights. After evaluating passenger reaction, the District may install lights on other coaches in the fleet.

AC Transit only major Western system
To show continuing rider increase

AC Transit has kept its rating for another year as the only major transit property in the West to show a steady increase in riding during the past 11 years.

The passenger count during the 11 year period rose from 45,426,000 riders during 1960 to 50,584,900 during 1971.

The passenger count during the 11 year period rose from 45,426,000 riders during 1960 to 50,584,900 during 1971.

During the same period, the number of passengers carried by public transit systems in all United States cities declined 26.41 percent.

William J. Bettencourt, one of the original members of the AC Transit Board, was elected vice-president earlier this month.

He will fill out the remainder of the term of the late director E. Guy Warren who died early in February.

Bettencourt, who served as president of the board in 1961 and 1962, has served continuously since his original election in 1956. He represents Ward IV which consists of San Leandro and East Oakland.

Currently, Bettencourt is director of public relations at St. Joseph's Hospital, San Francisco. Previously, he was director of public relations for Friden Division of the Singer Company, San Leandro.

He also has served as executive secretary of Catholic Charities, Archdiocese of San Francisco, and director of public relations and alumni executive director of St. Mary's College.

Bettencourt is active in a number of organizations, particularly groups devoted to community betterment. He is past president of the Sierra Club of San Leandro, past president of the San Leandro Development Committee and active on the Citizens Advisory Board, St. Rose Hospital.

The family home is at 1213 Estudillo Ave., San Leandro.

Outside safety lights to be installed;
Will light passenger loading areas

Outside safety lighting, for passengers boarding or leaving buses after dark, will be the latest improvement on AC Transit coaches.

Installation of passenger lights on the outside of buses, above front and rear doors, has been approved by the Board of Directors.

The small, partially shaded lights brighten the area from bus steps and across sidewalks. They are the same type of lights now used in bus stairwells and will provide extra illumination for passengers waiting for buses and for those leaving buses at a stop.

The small lights, which will be on the curbside only, will not bother motorists. They are expected to provide additional safety for passengers.

Sixty new buses now on order for mid-year delivery will come with the new lights. After evaluating passenger reaction, the District may install lights on other coaches in the fleet.

AC Transit only major Western system
To show continuing rider increase

AC Transit has kept its rating for another year as the only major transit property in the West to show a steady increase in riding during the past 11 years.

The passenger count during the 11 year period rose from 45,426,000 riders during 1960 to 50,584,900 during 1971.

During the same period, the number of passengers carried by public transit systems in all United States cities declined 26.41 percent.
In December, Transit Times ran a photo of an 11-car train put together in 1919 to help carry a load of sailors to the old Key Route Inn. The accompanying text suggested it might have been the longest train ever put together in the East Bay.

Reader Charles R. Glotfelty of 3350 Laurel Ave., Oakland, recalled a 1912 train of ten cars he said was the longest one put together up to then. Glotfelty, who was the operator, recalls the train picked up a load of soldiers at the pier from San Francisco and took them to the University of California at Berkeley.

Since trains normally had only three or four cars, transit officials “were worried something would go wrong,” Glotfelty says.

“I recall that the last thing Superintendent Earl Thornton said to me before I pulled out was: ‘Whatever you do, Charlie, don’t hit anything.’”

“Nothing happened, of course, and I had completely forgotten about the train until I saw the picture in Transit Times,” Glotfelty declares.

Loren Ball appointed to Newly created position

Loren Ball, a 12-year veteran with AC Transit, was appointed last month to the newly created position of chief supervisor-assistant superintendent.

He will make supervisors’ assignments, detail their work and set up extra service for special events such as football games.

Ball, 44, started his transit career as a bus driver in February, 1957. He left two years later but returned in 1960 and was quickly promoted to assistant dispatcher and supervisor. Ball’s wife, Elta, has worked in the district’s accounting department five years. The couple live in Richmond and have two sons and a daughter.

G. L. Modjeski— who never uses her first name—changed her last name in February, but not her status as probably the only woman to fill a chief clerk’s post for a metropolitan transit district.

“Mo,” a respected tradition at AC Transit, married Cecil Gross, training instructor and first driver of the first modern steam bus.

Drivers who operate out of AC Transit’s Emeryville Division come under “Mo’s” jurisdiction. They long ago learned that having a lady boss has definite advantages, such as a big heart and a ready ear for troubles.

A one-time street car operator, “Mo” is remembered for her reaction to a swearing passenger. She literally kicked him off the car. He didn’t hit a single step on his way out.

MO” NO MORE—G. L. Modjeski, who became Mrs. Cecil Gross last month, met her new husband at AC Transit. He is a training instructor.

“Mo” gets Married

G. L. Modjeski— who never uses her first name— changed her last name in February, but not her status as probably the only woman to fill a chief clerk’s post for a metropolitan transit district.

“Mo,” a respected tradition at AC Transit, married Cecil Gross, training instructor and first driver of the first modern steam bus.

Drivers who operate out of AC Transit’s Emeryville Division come under “Mo’s” jurisdiction. They long ago learned that having a lady boss has definite advantages, such as a big heart and a ready ear for troubles.

A one-time street car operator, “Mo” is remembered for her reaction to a swearing passenger. She literally kicked him off the car. He didn’t hit a single step on his way out.

MO” NO MORE—G. L. Modjeski, who became Mrs. Cecil Gross last month, met her new husband at AC Transit. He is a training instructor.

MAGIC CUP—Driver Ray L. Bryant pours coffee into a cup which seems to be suspended in mid-air. The pot represents the free coffee and doughnuts given to Richmond and Seminary drivers who exceeded their safe-driving goal during February.

Seminary drivers top Safe-driving goal again

Seminary Division drivers topped their safe-driving goal for the eighth straight month during February by recording 14,688 miles-per-accident.

Richmond drivers made it two months in a row with a 16,621 mile mark. Drivers in both divisions were rewarded with free coffee and doughnuts.

GOLF CHAMPS—AC Transit driver James Davis, left, happily accepts golf trophy from Manager of Maintenance A. R. “Tony” Lucchesi. The trophy is in honor of district drivers’ victory over drivers from the San Francisco Municipal Railway. Davis is captain of the golf team which competed.
Chief clerk
"Bill" Green
Is dead

WHERE HE LIKED TO BE— "Bill" Green, who died late last month, thoroughly enjoyed taking school children on tours through AC Transit's Emeryville Division. He is shown here demonstrating a sewing machine in the upholstery shop.

The deaths of eight present and former AC Transit employees were reported to the district this month.

Wilson H. "Bill" Green, genial Chief Clerk of the Maintenance Department, died in his sleep Feb. 27, ending a transit career which spanned more than two decades.

Green, 57, started to work for Key System Transit Lines nearly 21 years ago as a clerk. He was made Chief Clerk a month and a half later and has served in that capacity since, through the Key regime and with AC Transit.

In his capacity at Emeryville Division, he was responsible for maintenance office personnel and for the keeping of all records.

School children from the entire East Bay knew him as the quiet-spoken, friendly guide who took them on tours of the maintenance department and through the bus washer.

Green made his home with his family at 350 Fairway St., Hayward. He is survived by his widow, Evelyn; five sons, Robert, Rocky, Ricky, Randy and Runee; and four grandchildren.

Driver Harold L. Blakeley died Jan. 15, just 13 days short of his 49th birthday. He had worked for the district since Feb. 13, 1962.

Blakeley, of 5932 San Diego St., El Cerrito, is survived by his widow, Florence, and his son, Kevin.

Retired operator John J. Cadigan died Feb. 5 at the age of 77. He was employed from May 1920, to July 1, 1948.

Cadigan is survived by his widow, Catherine, of 3555 Maple Ave., Oakland. Sherer G. Culver, a Key System vice-president, until his retirement Mar. 1, 1947, died Feb. 27. He was 84.

Culver's career dated from Apr. 29, 1911. He is survived by his widow, Margaret, of 55 Crestview Dr., Orinda. Other survivors include two daughters and a son: Margaret Milner of Santa Rosa, of Solvang, California.

His survivors include two daughters and a son: Margaret Milner of Santa Rosa, Edith Hassan of Piedmont and Robert Culver of Portland, Oregon.

Jack Hegarty, 75, died Feb. 10. He worked as a bus driver from Jan. 27, 1937, until his retirement May 1, 1970.

He is survived by his widow, Agnes, of 7109 Blake St., El Cerrito, and two children, Edward and Rosemary.

Earle L. Johnson, 74, a retired trainman, died Feb. 11. His transit career lasted 27 years, from Apr. 13, 1923, to July 1, 1950.

His survivors include his widow, Marie, of Solvang, California.

Mrs. Corinne I. Poe, who had been a ticket seller at the Transbay Transit Terminal in San Francisco until her retirement Mar. 1, 1966, died Jan. 22 at the age of 66. She had worked for Key and AC Transit from May 1, 1944.

William H. Taylor, 88, who was a fare gate tender at the time of his retirement on June 1, 1958, died Feb. 20. He had been employed from Dec. 24, 1925. His survivors include his widow, Gladys, of Montebello, Calif.

January figures show no change

Practically no change was recorded in January patronage and revenue figures compared to January, 1971. There was less than one percent difference, either up or down, in the most significant figures.

Total passenger revenue for January was $1,236,424, down $7,898 or .63 percent below the $1,244,322 collected during January, 1971. East Bay revenue was $657,068, down $6,269 from the $663,337 dropped into fare boxes a year ago—a decrease of .95 percent. Transbay revenue of $579,356 was down $1,629 or .28 percent below the $580,985 collected a year ago.

Commute book sales totaled $277,034, up $8,128 from sales of $268,906 during the same month one year ago—a gain of 3.02 percent.

AC Transit buses carried 4,268,681 passengers during January, down 1,145 or .03 percent below the 4,269,826 carried during the month of January, 1971. East Bay buses carried 3,063,778, up 1,564 or .05 percent above the 3,062,214 who rode during the same month a year earlier. On transbay lines, patronage for the month totaled 1,204,903, down 2,709 or .22 percent below the January, 1971, figure of 1,207,612.

Nationally, the transit industry indicated a decrease in revenue passengers of 4.88 percent.

Operating costs during January were $1,955,574, up $213,621 or 12.26 percent above year-ago expenses of $1,741,953. The system operated 2,116,321 miles of service, an increase of 58,371 miles or 2.84 percent above the January, 1971, mileage of 2,057,950.

Total income of $2,046,944 left a deficit of $113,511 in meeting full bond debt requirements and operating costs.
Actions of the Board

At an adjourned regular meeting Feb. 23, the Board of Directors:
• Authorized chrome plating of pedestals under driver's seat in 60 new coaches, on motion of Director Copeland.
• Rerouted terminal loop on Line 83–7th St., one block west to Bay St. to avoid hazards, on motion of Director Daughtry.
• Authorized one management member to participate in Urban Mass Transportation Seminar, on motion of Director McDonnell.
• Authorized General Manager to attend American Transit Association Executive Conference, on motion of Director Copeland.
• Authorized General Manager to execute Federal grant contract covering five-year capital improvement project, on motion of Director Daughtry.

At a regular meeting March 8, the Board of Directors:
• Approved installation of passenger safety lights on current order of 60 coaches, on motion of Director Copeland. (See story, Pg. 3)
• Elected William J. Bettencourt as Board vice-president, on motion of Director Berk. (See story, Pg. 3)
• Confirmed President Ray Rinehart as member of Board of Control, AC-/BART coordination project, filling term of late Director E. Guy Warren, on motion of Director Bettencourt.

Bus rides to Marin and Sonoma counties
Now possible via San Francisco transfer

Bus passengers now are able to travel between the East Bay and Marin and Sonoma counties with new combined services offered by AC Transit and the Golden Gate Bridge, Highway and Transportation District.

Buses operated by the Golden Gate transit system now load and unload at streetside stops at the Transbay Transit Terminal in San Francisco. All AC Transit transbay buses already operate in and out of the terminal, putting riders only a few steps away from Marin-Sonoma service.

Separate fares are charged by the two transit agencies.