Additional bus lines rerouted
To BART/Richmond stations
Steam bus successful On Sacramento trip

AC Transit's steam bus passed an extensive schedule of technical testing in Sacramento, then was driven back to Oakland without incident, completing the first "long distance" trip in modern steam system history.

Roy A. Renner, the project's technical director, said the bus steamed along the freeway at top speed, making one stop in Vallejo for water.

"Unofficially, it was the quietest of the steam and diesel powered coaches participating in noise level tests conducted at the State's capitol by the California Highway Patrol," Renner added.

Three buses with steam-powered systems were demonstrated before the California Legislature on April 26, followed by several days of noise and emissions testing.

Exact results will not be known for some time, Renner said, but the AC Transit bus previously was well under California's 1975 emission standards.

The power system, developed by William M. Brobeck and Associates, a Berkeley engineering firm, has undergone extensive refinements, including a new hand-tooled engine, since its introduction to the public in East Bay cities in January.

Also on display in Sacramento were the steam-powered bus developed by Steam Power Systems of San Diego, for the Southern California Rapid Transit District, and a vapor turbine powered coach presented by Lear Motors of Reno. Lear's coach is scheduled to be demonstrated on San Francisco Municipal Railway lines in the future.

Additional reroutings to BART stations Under study by Board of Directors

Realignment of another seven lines to serve BART stations along the Oakland to Richmond branch of the rapid transit system was under study by the AC Transit Board of Directors this month.

Previously, the board approved rerouting of 18 other lines to serve BART stations along the same branch, as well as abandonment of Line 33/33R, an intercity express line between Richmond, El Cerrito, Albany and Berkeley.

The seven lines which would be affected by realignment are:

- Line 17—Alcatraz Ave. This line would be extended to serve the BART Ashby Ave. station. During weekday commute hours, the line would be extended through the Emeryville industrial area to the BART MacArthur station, replacing existing Line 14 service.
- Line 65—Ashby Ave.—Dwight Way. This line already serves the BART Berkeley station and would be extended from Ashby and San Pablo avenues to the BART North Berkeley station.
- Line 65—Garvin Ave.—Arlington Blvd. This line would be realigned in the vicinity of the BART Richmond station to provide service from both Barrett and Macdonald avenues, and would serve the BART El Cerrito station at Fairmount Ave. The Garvin Ave. branch of the line would be extended to the BART Del Norte station while the Navellier St.—Barrett Ave. branch would be diverted to serve the same station.
- Line 70—LeRay Heights—Contra Costa College. This line would be extended along San Pablo Ave. to serve both the Del Norte and El Cerrito Plaza stations of the BART system. The line also would be extended to provide new service to the Terrace Dr. and Arlington Blvd. hill area, with the result that the Moser Lane and El Cerrito Plaza shopping complexes would have bus connections.
- Line 71 and 71A in Richmond. Both of these lines would continue to follow their present basic routings, but would be extended to serve the BART Del Norte and El Cerrito Plaza stations. The current weekday peak hour extension to Macdonald and San Pablo avenues would be discontinued; however, this service would be replaced by increased frequency on Line 70.
- Line 88—Market St. This line would be extended from University Ave. and Sacramento St., via Sacramento, to the BART North Berkeley station.
- Line 31—Richmond Express. This line, which currently provides express service between Richmond, El Cerrito, Albany and Oakland, would be abandoned.
NEW LOOK -- PBX Information Center clerks are working in newly redecorated quarters now, following a face-lifting of their work area. During an average week, the operators answer more than 21,000 calls for information about routes and schedules.

It wasn't raining rain, but the women who answer telephones at AC Transit's Information Center in Emeryville brought umbrellas to work anyway.

The umbrellas were hoisted to offer some measure of protection against bits of dust and debris which coated the center while renovation work was going on recently.

Workmen lowered ceilings, installed new wall paneling, laid carpeting and built new work areas, both in the Information Center and at Central Dispatch, the radio voice of the district.

The renovation work was part of AC Transit's on-going program of improving working conditions and efficiency.

New lighting, air-conditioning and heating equipment and new windows also were installed in both offices.

The work at the Information Center included installation of four new phone stations, bringing the center's capacity up to 12 operators.

HEART OF SYSTEM -- Dispatcher Marvin Hancock types a report while surrounded by some of the radio equipment which has been installed at AC Transit's Central Dispatch. The office was renovated when the new consoles were installed. On an average day, dispatchers handle around 600 radio calls.

TOUR DESTINATION -- The stately, century-old John Muir House in Martinez is a highlight of one of the several sightseeing tours planned by AC Transit this summer.

"Discovery trips" planned to new areas

AC Transit expects to expand its popular summer sightseeing tours this year to appeal to more East Bay residents, as well as to visitors.

The regular tour of Oakland, Alameda, Berkeley and Piedmont will continue to operate—with the addition of "discovery trips" to other nearby attractions.

With approval by the Board of Directors, trips to the Muir House at Martinez and the old State Capitol at Benecia will be scheduled, as will a "three bridges tour" to Sausalito featuring a drive across the San Francisco-Oakland Bay Bridge, the Golden Gate Bridge and the Richmond-San Rafael Bridge.

A highlight will be a Friday tour which will include inside visits to the famous Bernard Maybeck-designed First Church of Christ Scientist and the Pacific School of Religion in Berkeley. On alternate Fridays, a special trip will be made to East Bay Regional Park District's Tilden Park.

On Saturdays, tours of the week will be arranged, to events planned within an approximate radius of a two and one half hour drive. Trips will start June 18 and continue through Sept. 10.

A FOND FAREWELL -- Driver Oren C. Stalker has been driving Adams Junior High students from their school in Richmond to their home neighborhoods for the past year and one-half. When the students learned he was going to retire, they decided to send him off in style so they decorated his bus and gave him a farewell party. Here they wave goodbye on his last run from their school.

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Driver Chester Horton, three pensioners die

DRIVER CHESTER E. HORTON, who retired from the Army with 20 years of service in 1968 and began driving for AC Transit last June, died suddenly of a heart attack May 5.

Horton, 41 at his death, lived at 2224 Rosedale Ave., Oakland. In addition to his wife, Susan, and two sons, Terry and Roy, three long-time pensioners also were taken by death during recent weeks.

LUIGI ACCOMAZZO died April 13.

He worked for Key System from July 21, 1922, until his retirement as a supervisor on Oct. 1, 1952. He was 85.

A resident of 728 - 58th St., Oakland, Accomazzo's records do not indicate any immediate family as survivors.


He lived at 2361 E. 29th St., Oakland, and listed no immediate family.

THOMAS HURLEY, a trainman from Sep. 4, 1917, until his retirement May 1, 1954, died April 4 at the age of 83.

A resident of San Jose at his death, Hurley is survived by a daughter, Mrs. Mary Ray, a son, James, and one grandchild.
March figures dip slightly

Relatively minor losses were experienced during March, compared to figures registered during the same month one year ago.

Total passenger revenue for March was $1,370,703, down $2,639 or .19 percent below the $1,373,342 collected during March, 1971. East Bay revenue was $708,500, down $5,687 from the $714,187 dropped into fare boxes a year ago—a decrease of .80 percent. Transbay revenue of $662,203 was up $3,048 or .46 percent above the $659,155 collected one year earlier.

Commute book sales totaled $292,815, down $10,766 from sales of $303,581 during the same month last year—a drop of 3.55 percent.

AC Transit buses carried 4,594,608 passengers during March, down 82,111 or 1.76 percent below the 4,676,719 carried during the month of March, 1971. East Bay buses carried 3,271,926 riders, down 58,480 from the 3,330,406 who rode during the same month a year earlier. On transbay lines, patronage for the month totaled 1,322,682, down 23,631 below the March, 1971, figure of 1,346,313. The percentage losses on East Bay and transbay lines were exactly even at 1.76.

Nationally, the transit industry indicated a decrease in revenue passengers of 6.41 percent.

Operating costs during March were $2,121,277, up $272,138 or 14.72 percent above year-ago expenses of $1,849,139. The system operated 2,226,482 miles of service, a decrease of 4,971 miles or .22 percent below the March, 1971, mileage of 2,231,453.

Total income of $2,189,775 left a deficit of $136,194 in meeting full bond debt requirements and operating costs.

3 year passenger revenue comparison

For the tenth year in a row, AC Transit's Maintenance Department has been awarded the "Fleet Owner" Maintenance Efficiency Award. Maintenance Manager A. R. "Tony" Lucchesi, who accepted the award from the magazine at the national Fleet Owner conference in Chicago, displayed it to maintenance crews at the district's three operating divisions early this month.

Maintenance wins tenth straight award
Actions of the Board

At an adjourned regular meeting May 3, the Board of Directors:

- Awarded contract for furnishing two-way mobile radio units to Motorola Communications and Electronics, Inc., subject to equipment meeting all specifications and tests, and authorized General Manager to exercise option for purchase of up to 80 additional units, on motion of Director Bettencourt.
- Authorized Attorney to attend Engineering Foundation Conference, on motion of Director Copeland.
- Adopted resolution assuring the Urban Mass Transportation Administration that the District will comply with real property acquisition requirements of Titles II and III of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, on motion of Director McDonnell.

John Hahn retires

After 46 years service

John R. Hahn, whose 46 years of service put him at the top of the seniority list among AC Transit drivers, retired officially on May 1.

Hahn, 69, started work Dec. 9, 1925, and hit the top of the seniority list in May, 1967. For many years, John and his brother, Billy, worked together on the same Bay Bridge train run. Billy, two years older, retired in March, 1967, after 41 years of service.

Driver Harold E. Wilson, 65, who dates his career from April 28, 1938, retires officially on June 1. He is off the job now on accumulated leave.

All three divisions top

Monthly safe-driving goal

AC Transit drivers in all three operating divisions exceeded their safe-driving goals during April with Seminary Division drivers, at 13,543 miles per accident, going over the top for the tenth month in a row.

Richmond Division drivers topped the 13,250 mile goal with a record of 14,588 miles while Emeryville operators scored 13,308 safe-driving miles per accident.

The all-time record of 15 straight months was set by Richmond Division during 1970-71.