AC Transit prepared for opening
Of rapid transit in the East Bay

AC Transit is ready to roll in a new pattern of bus service with the opening of the BART Oakland to Fremont line on September 11.

Buses will take on additional duties, providing connector service to BART stations, while still dipping into neighborhoods to pick up riders as close to home as possible.

Some passengers will be taken to BART stations; others will continue to use the East Bay and transbay bus services which best meet their needs.

In preparing for BART, AC Transit made these changes:

More than 550 buses will have new destination signs and, alongside, at top front, new blue “TO BART” lights to inform passengers when the coach is traveling to a rapid transit station.

Other buses heading for BART will have plastic “TO BART” signs in their windshields.

More than 2000 new curbside bus stop signs will be in place. A band of blue on the bottom of the signs will notify riders that a bus to BART stops at that location. The blue strip also will alert passing motorists of the extent of connector service, hopefully encouraging them to try bus and rail for their next trip.

Installation of the bus stop signs will mark the end of the use of signs which read only “Bus Stop” or “Coach Stop.” New signs will list the line number of the bus which observes the stop; its main destination; whether or not the bus goes to a BART station; limitations in service and whether use is restricted to transbay riders.

Some 6000 signs will be changed before coordination with all BART service in AC Transit’s present service area is completed.

Sixty-nine AC Transit lines will deliver passengers to the ten BART stations between MacArthur and South Hayward. Lines generally will follow present alignments, except in the vicinity of BART stations, where they will be rerouted to connect directly with rail terminals.

Several new bus lines have been established and schedules rewritten to make the best possible bus-train meets in the direction of major traffic flows. Travel times to other destinations also have been adjusted.

New timetables will be available from bus drivers, starting Sept. 5, to help riders make travel plans. AC Transit Information services also have been expanded, with clerks trained on bus and BART data to answer questions about both systems. Telephone tie lines between the two agencies will avoid the necessity of a caller having to place separate informational calls.

In those instances when buses do not operate frequently, special timetable inserts have been prepared to tell passengers what BART train to take to avoid a long wait at their transfer point.

Leaflets, with information on how to use the bus to BART, and a brief description of line changes, will be placed on “Take One” hooks aboard buses.

Cards, installed in advertising racks inside buses, will alert passengers about watching for the “TO BART” signal.

Bus riders traveling to BART stations will pay regular bus fares. On their return trips, and before leaving BART, free bus transfers can be obtained from white transfer-issuing machines in the paid area of stations. Presented to bus drivers, the transfers are good for a single zone ride. AC Transit and BART are sharing the costs of the one-way free bus ride.

Work on coordination of buses with the rail system has been underway for ten years and now will move into the countdown for opening of other branches of BART.

Retraining of drivers has been underway for a number of weeks, with 530 operators from the East Oakland division completing eight hours each of classroom work and “on the road” training over new routings and into BART stations.

Now undergoing retraining are 450 drivers from Emeryville Division and another 185 operators from Richmond Division. Completion of retraining will see 1165 drivers qualified to operate to BART rail stations.

Safety goal topped again

Emeryville Division drivers scored an impressive 19,537 safe-driving miles per accident during July and, in the process, exceeded their 13,250 mile goal for the fourth month in a row.

Richmond Division drivers also went over the top with 14,987 miles. It was the fourth straight month for them as well.
Bus transfer machines ordered for BART

Directors from AC Transit and BART want to be sure enough equipment is available in BART stations to issue free transfers to train passengers continuing their trips by bus.

Under action taken by boards from both transit agencies, 51 machines will be jointly purchased for installation at stations served by AC Transit along the Fremont to Oakland line.

Two machines will be installed near exits in each of ten stations.

Directors agreed one machine at a station could not be relied upon to do a competent, round-the-clock job of issuing transfers without the possibility of breakdowns, or a back-up of waiting passengers.

As a result, they authorized the sharing of half an estimated cost of $110,000 to buy the additional equipment. The amount also includes a supply of five million, newly-designed transfers.

Federal and state funding will be sought to cover capital expenses.

The machines, manufactured by a Michigan firm, stand four feet high and hold 8,000 transfer tickets.

Anti-trust suit filed against tire companies

AC Transit has joined other publicly owned transit operators in California in filing an anti-trust action seeking damages from five bus tire manufacturers.

The transit agencies allege that the tire manufacturers, through lease arrangement practices, have tied bus systems to a single tire company, thereby preventing normal competitive activity and resulting in higher prices.

Defendants are GoodYear Tire and Rubber Co., Firestone Tire and Rubber Co., B. F. Goodrich Co., General Tire and Rubber Co., all headquartered in Akron, Ohio, and Uniroyal, Inc., based in New York City.

The California transit systems which joined in filing the legal actions in U.S. District courts are in Long Beach, Fresno, Sacramento, San Diego and San Francisco, and the Southern California Rapid Transit District in Los Angeles.

In addition, numerous other transit systems around the country have joined in the case.

The complaint, rising out of a prior proceedings instituted by the Federal Trade Commission, alleges that since at least 1940, the defendants engaged in a combination and conspiracy which violates the Sherman Anti-Trust Act.

Free rides—Machines in BART stations will issue transfers good for one-zone bus rides. Full view of machine is on front cover.

A BART patron need only push a button to instantly receive a ticket good for a one-zone ride on AC Transit.

The two by four inch ticket will contain information identifying the BART "Station of Issue," the date and an expiration time.

The decision to share costs of the machines follows an earlier decision by both transit boards to share revenue losses stemming from the free bus rides.

The plan agreed to by the two agencies requires a transit patron to pay the regular fare when riding a bus to BART. On return trips, however, and before leaving BART stations, passengers will be able to obtain free transfers good for a bus ride within a single-fare zone.

East Bay may get "Dial-a-Ride" system

Door to door transportation, summoned by telephone, may become a reality in the East Bay as the result of action taken by the AC Transit Board of Directors.

The "Dial-a-Ride" concept would utilize a mini-fleet of small, highly maneuverable vehicles which could meet the needs of people without transportation—the elderly, the young, the handicapped, the non-driver and those without access to a car.

At the same time, the flexibility in routes and hours of operation would help overcome the objections of motorists who are reluctant to use buses when traveling within urban areas.

Directors authorized General Manager Alan L. Bingham to seek a grant from the Urban Mass Transportation Administration to fund the technical study necessary to select a location and to prepare a preliminary design for the system.

Bingham has proposed the East Bay as a transit laboratory to explore different modes of travel.

The Dial-a-Ride study would be made under the direction of the Metropolitan Transportation Commission and would be tied in with an existing AC Transit-BART coordination project.

The two transit agencies and MTC already have joined in the latter program to determine if coordinated services offered in the initial bus-rail operation are satisfactory to people and, if not, what further improvements are needed.

One of the obvious applications of Dial-a-Ride would include connector service to BART stations.

The cost of a study project for Dial-a-Ride is estimated at about $40,000 and would require 12 weeks of work by an experienced team.

The study would determine the need for the specialized transit, where it would work best, what technological know-how is needed, and how to implement the service.

If results of the technical study are favorable, actual installation of a Dial-a-Ride system would require an additional grant for purchase of equipment.

Road call record results in free tamale feed

Buses on the road meant tamales in the tummy for workers in AC Transit's Semi­nary Division Maintenance Department last month.

Glenn Ashmore, division maintenance superintendent, hosted a tamale feed for his crew as a reward for their successful effort in keeping road calls to a minimum.

Since January the division has averaged better than 18,000 trouble-free miles per road call per month. Their 1972 six month average, a new high for AC Transit, was 21,015 miles per call.

Some 40 workers downed seven dozen tamales at the party. Ashmore has promised a repeat treat if the 18,000 miles per call record is maintained through September.

The 865 ANSWER—General Manager Alan L. Bingham, left, presents a $65 check to bus driver George Mathews, 4729 Ceranium Pl., Oakland, for a Valuable Ideas Program suggestion. The driver proposed widening the approach lane to the Semi­nary Division fuel island from ten to 14 feet, to help prevent accidents.
**Buses to link BART With Oakland Airport**

There's a new commuter hop:

And a new way to travel economically by rail and bus, direct to Oakland International Airport.

With the start of BART service in September, AC Transit will extend Line 57—MacArthur Blvd. to provide a direct link between BART-Coliseum station and the airport.

**BART** trains, which run frequently, will take travelers to the Coliseum station where a transfer can be made to the AC Transit bus line, operating on an approximate 15 minute frequency.

The BART fare from downtown Oakland is listed at 30 cents, while the bus ride to the airport will be free, in keeping with the transfer-sharing arrangement agreed to by the transit agencies.

Travelers will be able to obtain a bus transfer from machines in the paid area of the BART station and use it to ride to the airport. Upon return, the regular AC Transit fare will be charged, with BART and the bus system sharing the loss.

Buses will stop at terminal entrances and pick up passengers from a curbside loading zone outside the baggage claim area. Buses and BART trains both will have room for small pieces of luggage.

During the period BART is operating limited services, airline passengers will have the alternate of transferring from Line 57 to trunk line service to East Bay and transbay points.

**“Customerized” bus service Planned for Palo Vista**

A new “customerized” shopping service for senior citizens living in a low income housing development will be given a trial, beginning Sept. 12.

In an effort to meet the needs of some 200 residents in the Palo Vista development at 64th Ave. and Fenham St. in Oakland, AC Transit plans to pick up riders at the development at 10 a.m. Tuesdays and Fridays and carry them to a major shopping center. A return bus will leave the shopping center at noon.

Hours and days of operation may be changed to meet the preferences of the senior citizens.

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**Gains, losses show in June tally**

Some gains and some losses were tallied in the revenue and patronage figures for the month of June, compared to the same month one year ago.

Total passenger revenue for June was $1,247,479, down 5.14 percent below the $1,252,625 collected during June, 1971. East Bay revenue was $644,419, down 2.18 percent below the $663,804 dropped into fare boxes a year ago. Transbay revenue of $603,800, however, was up 8.42 percent or 1.56 percent above the $593,321 collected one year earlier.

Commute book sales totaled $267,683, up 5.295 from sales of $262,388 during the same month a year ago—a rise of 2.0 percent.

AC Transit buses carried 4,160,510 passengers during June, down 5.159 riders or 3.13 percent below the 4,215,669 carried during the month of June, 1971. East Bay buses carried 2,963,619 riders, down 57,740 from the 3,021,367 who rode during the same month a year earlier—a drop of 1.91 percent. On transbay lines, patronage for the month totaled 1,196,891, up 2,589 or 0.22 percent above the June, 1971, figure of 1,194,302.

Nationally, the transit industry indicated a decrease in revenue passengers of 6.05 percent.

Operating costs during June were $1,989,045, up $134,506 or 7.25 percent above year-ago expenses of $1,854,539. The system operated 2,107,220 miles of service, an increase of 18,730 miles or 0.90 percent above the June, 1971, mileage of 2,088,481.

Total income of $2,176,610 left a deficit of $26,239 in meeting full bond debt requirements and operating costs.


**Actions of the Board**

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

- Continued routing of Line 64 via 23rd Ave. overpass in lieu of originally proposed rerouting, because of the existence of a safety hazard, on motion of Director Berk.
- Established new ward boundaries for election purposes, on motion of Director McDonnell.
- Consolidated the election of three directors with the General Election to be held Tuesday, Nov. 7, 1972, on motion of Director Daughtry.

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

- Awarded contract for 20 two-way mobile radio units to Motorola Communications and Electronics, Inc., with option to purchase up to 80 additional, on motion of Director McDonnell.
- Authorized full operation of lines 30 and 32 all day on Sept. 11 because of BART's shortened schedule on first day of operation, on motion of Director Berk.
- Authorized advertising for bids for 25 45-passenger coaches, with option of purchase of 50 additional, on motion of Director Daughtry.
- Authorized participation in transportation seminar, on motion of Director Copeland.
- Authorized improved pension plan benefits, previously awarded to union employees, to all non-union personnel, on motion of Director Berk.

**Were you there? AC Transit seeks Information about old-time transit people**

Remember the old Hayward horse car line, the one put to pasture in 1909? How about the Oakland, San Leandro and Hayward Electric Railway? If you do, and if you rode or worked on either, AC Transit would like to hear from you. Perhaps it was your grandfather or a neighbor who was connected with these relics of bygone days in East Bay public transit. Relatives, friends, whatever — if you know anyone whose past links them with either line, please let AC Transit hear about them as soon as possible. Call 654-7878, extension 209.