Buses play important role in presidential visit to area
Buses used in shuttle
As President pays visit

A surprise visit by the President of the United States to Oakland on Sept. 27 resulted in 86 AC Transit buses going into special service for the occasion.

For security reasons, BART shut down its entire system for two and one-half hours during the President's visit. AC Transit set up a bus shuttle to carry BART's patrons during the period. The shuttle service, involving 17 coaches, operated on a continuous 15 minute frequency between the 12 BART stations, including those outside District territory in Fremont and Union City.

More than 530 rail passengers were transported by bus.

It was the first time a previously agreed to emergency BART-bus operation was put into effect.

In addition, 69 AC Transit coaches were used to bring charter groups to Oakland International Airport to greet the President on his arrival in California.

The charter buses carried nearly 3,000 passengers from four counties, logging some 8,000 miles. The buses were chartered by Bay Area Republican groups for the occasion.

The entire operation was put together in less than 48 hours and was termed "a complete success" by General Manager Alan L. Bingham, even though buses had to operate in unseasonal rain.

AC Transit Board opposes Prop. 14

AC Transit would be forced to increase its fares, reduce its service, increase property tax—or a combination of all three—if the Watson Amendment, Proposition 14, is passed at the November election.

The Board of Directors expressed this concern at a meeting this month and adopted a resolution opposing passage of the amendment.

Particularly, directors stressed the need of AC Transit employees and the general public of understanding the serious impact on public transportation if voters approve the amendment.

Directors pointed out the proposition would completely eliminate the sales tax on gasoline as a source of revenue for the transit district and severely handicap local public agencies by unrealistically limiting the local property tax.

Purchase of buses and revenue for normal operation would be drastically restricted, directors added.

Although billed as a major tax reform vehicle designed to reduce local property taxes, the Watson Amendment would require drastic increases in other state and local taxes, with the average person ending up the hardest hit, according to other opponents of the amendment. Beneficiaries would be large corporations which are financing the initiative campaign, it was pointed out.
ON THE WAY TO THE "A's"—Driver Don Mitchell leans out window to accept "A's" rooter cap from secretary Sharon Rodriguez, while holding a sign which tells it all. AC Transit put special express and regular buses into service for the first World Series games ever played in Oakland and supplied rooter caps for drivers of all buses which went to the Coliseum. Small portable signs which read "TO WORLD SERIES" also were painted and placed in windows of buses headed to the games. The special express buses ran from Alameda, Castro Valley, El Cerrito and the Transbay Transit Terminal in San Francisco, direct to the Coliseum. Regular service was supplied by Line 57C-MacArthur Blvd., which also shuttled people between the BART Coliseum station and stadium entrances.

GOOD HEADS—All AC Transit Maintenance Department workers have been issued new plastic helmets as protection against injury. Wearing the "bump caps" while they work are Emeryville Division employees, from left: Clarence Caldwell, John Ramos, William Halstead and H. O. "Frenchy" Cartman.

STEAM IN SERVICE—AC Transit completed its part in a steam bus experiment last month by running the bus on Line 82—Oakland-San Leandro-Hayward. Here passengers wait to board the bus at the Hayward BART station.

Steam bus project completed successfully
After operation in revenue service

AC Transit successfully completed public demonstration of its steam bus during September, winding up the California Steam Bus Project with nine faultless days in revenue service.

The first modern steam bus to go into operation, coach 666 operated on 23-mile-long express Line 82 between Hayward and downtown Oakland from Sept. 19 through 29, serving BART stations en route.

Non-stop service
The bus steamed 353 miles during the final test period, with no stops for operational problems, water or fuel.

Few of the passengers even knew they were cruising under steam. The bus now operates quieter than a conventional diesel bus, project tests indicate.

In all, the bus ran 3,403 miles under its novel propulsion system, demonstrating the operational feasibility of steam and its acceptance by the public.

Considered the cleanest of the three steam-powered buses involved in the three-year project, the AC Transit bus tested well below State of California 1975 minimum emission standards.

Urban Mass Transportation Administration grants to the California State Assembly for the low-pollution experiment totaled $2,300,000. Another $5,700,000 was supplied by local contributions — most of the amount from the developers themselves.

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The future of AC Transit's steam bus still is undecided. It may be purchased by its developer, William M. Brobeck Engineers of Berkeley, or returned to the District in its original condition.

The Lear Motors bus was driven back to Reno after completing three weeks of operation in San Francisco.

A third bus was developed by Steam Power Systems, San Diego, for Southern California Rapid Transit District.

The project was set in motion in September, 1969, with selection of vendors to develop and test external combustion engines.

First steam bus
AC Transit's bus tallied a number of "firsts" during the three-year period.

It was the first to operate under its own steam power; the first to be turned over to its assigned transit property; the first to be demonstrated in Washington, D.C., before congressmen and Department of Transportation officials; and the first to go into public service.

All three buses were demonstrated in Sacramento for legislators in April, 1972.

Currently under review by UMTA is an application from the California State Assembly to continue the project until two pre-production prototypes can be engineered to determine technical suitability. This research and development work would cost $11.5 million and extend over a 42-month period.
Joe Ostle retires
After 30 year
Transit career

Joe Ostle is retired now and has no plans other than "to take life as it comes"—a statement which sums up Joe's attitude toward life.

A 30-year veteran with AC Transit and its predecessor company, Key System, Joe made many friends during his years behind the wheel.

Among these friends, Joe particularly remembers Harry Cordellos and Michael Michener—who both of whom Joe helped when they had problems.

Harry was 25 and blind when Joe first ran across him nine years ago. Harry lived in San Francisco but was a student at California State College in Hayward. He used AC Transit buses to get from the City to school, because he could ride without congestion problems.

When Joe discovered Harry's handicap, he went out of his way to help him, making sure the youth made transferer's Hospital for Crippled Children.

Although he now is nearly blind, Lee Roy "Tiger" Wade, one-time ranking middleweight boxer, has put together an unusual job.

Wade is a process server who uses AC Transit buses to track down assignments.

"I don't trust myself in a car. I'm a sucker for a left hook. But I had a pretty good left, myself."

After leaving the fight game, Wade worked as a bouncer in Bay Area night clubs before taking his present job.

As a process server, he has memorized bus routes and time schedules to aid himself in getting around.

But Wade doesn't fight any more. "I guess I'm pretty positive about life," the ex-boxer says. "I have faith in humanity and I have faith in God. Besides, he says of his life now, "I have no intention of giving up this fight."

NEW EMPLOYEES

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

Cameron Beach
Schedules
Emeryville

Clarence Beleele
Transportation
Emeryville

William Belchis
Transportation
Emeryville

Steven Black
Transportation
Richmond

Salvador Bonilla
Transportation
Richmond

James Gardner
Transportation
Richmond

Kinsey Cahill
Transportation
Emeryville

George Calvin
Transportation
Richmond

Douglas Cutting
Treasurer
General Office

James Darcey
Transportation
Seminary

Kent Gove
Transportation
Emeryville

Katherine Johnson
PBX-Information
Emeryville

Thomas Katulik
Maintenance
Seminary

Peter Lemos
Transportation
Richmond

Shane Popandick
PBX-Information
Emeryville

Laurie Peterson
Maintenance
Emeryville

Elvis Read
Transportation
Emeryville

Katherine Johnson
PBX-Information
Emeryville

Martin McCauley
Transportation
Seminary

John Menzie
Transportation
Richmond

Jack Nicholson
Transportation
Emeryville

Wayne Thurman
Transportation
Richmond

James Yon
Transportation
Seminary

Robert Turner
Transportation
Richmond

Keith Varnau
Transportation
Emeryville

Jrnest Weram
Transportation
Seminary

Chester Walden
Transportation
Emeryville

Joyce Williams
PBX-Information
Emeryville

Donald Steeves
Transportation
Emeryville

Keith Varnau
Transportation
Seminary

Donald Stanes
Transportation
Emeryville

Evel Taylor
Transportation
Seminary

Wayne Thimann
Transportation
Richmond

John Tang
Transportation
Seminary

Jack Nicholson
Transportation
Emeryville

Robin Ridick
Transportation
Seminary

Elias Read
Transportation
Emeryville

Roger Starkey
Transportation
Emeryville

Joseph Lewis
Transportation
Richmond

John Menzie
Transportation
Richmond

Peter Landway
Maintenance
Emeryville

Martin McCauley
Transportation
Seminary

John Menzie
Transportation
Richmond

Jack Nicholson
Transportation
Emeryville
Pensioners' ranks thinned by death

Seven transit veterans and a member of a long-time "transit family" were taken by death during recent weeks.

Albert L. Coady, 72 at his death Aug. 26, was an employee of Oakland Terminal Railway Co., an early predecessor company of AC Transit. He is survived by his widow, Ellen, of Folsom, and a daughter, Mrs. J. Russo of Citrus Heights.

Junius W. Edwards, 1501 142nd Ave., San Leandro, a retired mechanic, died Aug. 8, one day short of his 80th birthday. He was employed Oct. 11, 1945, and retired Feb. 1, 1969. He is survived by his widow, Matilda.

Herbert C. Healey Sr., of 1011 Pomona Ave., Albany, died Sept. 14 at the age of 76. He worked for Key System from Sept. 30, 1924, until his retirement on Dec. 1, 1956, as an electrician. Healey is survived by his widow, Nora, two sons, Herbert Jr. of Salinas and Richard W. Healey of Pleasant Hill, a sister, Mrs. Emma Swift of Salem, Ore., and six grandchildren.

Pensioner Stanley P. Hergott died June 21 in Sunnyvale. He was 76. Hired July 31, 1945, Hergott retired Nov. 1, 1965, after a career as a bus driver. He is survived by his widow, Lina, two sons, Stanley of Menlo Park and Jack Jagler of Orinda, two daughters, Mrs. Georgianna Hilario of Fremont and Mrs. Josephine Cleverger of Oakland, by 11 grandchildren and three great-grandchildren.

Abandonment of Line 31

A petition containing more than 200 names and protesting abandonment of inter-city express Line 31—Richmond-Oakland was received by the Board of Directors this month.

The petition was referred to the Project Development Committee for further consideration.

Line 31 provides peak hour express service on weekdays between Richmond, El Cerrito, Albany and Oakland.

Abandonment of the line, when BART begins operation within the same corridor, was approved earlier this year by the Board in accordance with the policy that most riders would save time by taking advantage of the faster traveling times provided by BART and connector bus service.
Actions of the Board

At a regular meeting Oct. 11, the Board of Directors:
• Approved extending central fare zone northward to Moeser Lane, El Cerrito; rerouting of Line 17—Alcatraz Ave. to serve BART/Rockridge; minor extensions of Line 63—South Shore in West Alameda and Line 83—Sobrante Park in Sobrante Park; rerouting of Line 82—Mission Blvd. from Tennyson Rd. to Dixon St. to Industrial Parkway in Hayward, on motion of Director Berk.
• Adopted resolution opposing passage of Proposition 14, on motion of Director Fujii. (See story, Pg. 3)

Cost-of-living hike

Granted employees

A one-cent an hour cost-of-living increase was paid to all AC Transit hourly employees, beginning with the first payroll period of October, under terms of the labor contract between the District and Amalgamated Transit Union, Division 192. Salaried employees received an equivalent percentage increase.

The increase was based on contract provisions which allow an increase of one cent an hour for each one-half point rise in the Federal government’s cost-of-living index. The index, which was at 125.0 in June, rose to 125.7 in August.

The latest increase, the sixth since the program was initiated in January, 1969, raises the total of such adjustments to 31 cents per hour and places AC Transit employees among the highest paid transit industry workers in the nation. Bus drivers’ wages are now $5.21 an hour.