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Transit-Times



Steam Bus shown to Congress, DOT



More lines rerouted to serve BART

Realignment of another nine local lines to serve the southern Alameda County branch of BART was approved by the AC Transit Board of Directors at a recent meeting.

Directors are making a line by line study of rerouting proposals, with realignments to be coordinated with the scheduled March opening of BART's Hayward-Oakland train service.

AC Transit will have 63 different bus lines serving 10 of the stations involved in initial operations.

The board continued study of propo-

sals to cut back inter-city express Lines 30 and 32 and rerouting them to serve BART stations in Hayward and San Leandro.

Realignment of the two lines was referred back to committee for further consideration after Ben Dobus, 180 Gloria St., Hayward, presented a petition on behalf of Line 32 riders.

Dobus said passengers wanted continued express bus service into downtown Oakland because of higher projected fares on bus-rail operations and relatively little time saving.

Steam Bus unveiled in Washington, D.C. Senators Cranston, Tunney among riders

The nation's first modern steam-powered bus was demonstrated on Capitol Hill this month to show Congress the progress being made in building new low-pollution mass transit vehicles.

Legislators, including California Senators Alan Cranston and John Tunney, were given rides aboard the bus as part of a day-long steam bus symposium sponsored by the Department of Transportation's Urban Mass Transportation Administration (UMTA).

High-ranking officials who also rode included U.S. Secretary of Transportation John A. Volpe, Undersecretary James M. Beggs and UMTA Administrator Carlos C. Villarreal.

THE COVER—AC Transit driver Cecil Gross and engine designer William Brobeck discuss operation of the Steam Bus while Capitol Building looms in background.

In keeping with the importance of the event, the bus was outfitted with blue flags adorned with gold grizzly bears. Signs on both sides identified it as "California Steam Bus."

Blue-green carpeting and soft back-

ON TO WASHINGTON—Steam Bus, right, is shown as it was being driven into a Santa Fe boxcar for shipment to nation's capital.

ground music were added touches to the interior of the bus.

Although considered a pre-prototype, the bus already has bettered California's 1975 standards for carbon monoxide emission by more than 12 to 1, and beats standards for hydrocarbon and nitrogen dioxide emissions by slightly more than two to one.

Shipped both ways across the country by boxcar, the bus is expected to go into experimental service on regular AC Transit routes some time in December.



Governor Reagan signs bill To levy sales tax on gasoline

Governor Ronald Reagan this month signed into law a bill levying a sales tax on gasoline, with proceeds from the tax to support public transit systems—at least in urban areas of the state.

Estimates of the amount of money to be raised statewide by the tax range from \$150 to \$170 million each year.

No determination has been made of the amount AC Transit might expect from the tax which begins July 1, 1972.

The law gives local governments power to determine public transit priorities in their own communities. In the Bay Area, the Metropolitan Transit Commission will determine transit priorities.

Counties having fewer than 500,000

people will be allowed to spend their share on roads and highways.

In the more populous counties, the money will be set aside for public transportation systems.

Up to now, local public transportation systems—including AC Transit—have received no state subsidy whatsoever and depend on fare box revenues and local property taxes for the bulk of their income.

The bill passed the State Senate 27 to 4 and the Assembly 44 to 15.

Because of the need for administrative regulations and other requirements, money from the new tax is not expected to be available until late in 1972.

BART, AC Transit reach tentative accord On one-way free transfers between systems

A tentative agreement calling for one-way free transfers from BART to AC Transit, for riders using both systems, was reached in Oakland this month.

The plan, not yet fully adopted, would provide a BART rider with a free transfer on leaving a BART station. The transfer would be good for a one-zone ride aboard an AC Transit bus.

Revenue losses under this arrangement would be borne equally by BART and AC Transit.

The plan was part of a four-part proposal offered the two transit districts by Joseph Bort, Alameda County supervisor and chairman of the Metropolitan Transit Commission.

Bort's proposal was accepted by the two BART and the two AC Transit board members present at the meeting.

Bort explained that a rider who uses both systems would pay full fare on a bus taking him to BART, he would pay full fare both ways on BART, but he would get a free transfer on leaving a

BART station. If he goes beyond one zone, he would owe an additional fare.

The policy of the AC Transit Board of Directors, however, is that ultimately there should be no separate charge for feeder service to BART, within any one fare zone.

In addition to the free transfer and loss split features, the other parts of Bort's proposal were that AC Transit would "substantially" reduce operations on lines paralleling BART's lines, and that none of the tentative agreements are binding on either district. Final agreements will be worked out after some operating experience has been gained.

Because of lead-time factors, BART probably will not have transfer-issuing machines by the time of its scheduled opening next March. Rather than defer the beginning of the joint transfer arrangements, AC Transit General Manager Alan L. Bingham suggested employees hand out the transfers until machines are acquired.



LOW POLLUTION ENGINE — Richard V. Davis, center, points to components of engine which runs on liquified natural gas. Listening to Davis' explanation are AC Transit Board members, from left, Claude Daughtry, John McDonnell, William E. Berk and Board Vice President E. Guy Warren.

Liquid natural gas bus investigated

AC Transit, long an industry leader in air pollution reduction, is investigating a bus which burns liquified natural gas (LNG) as fuel in a modified diesel engine, resulting in lower emissions.

Members of the District's Board of Directors were given a demonstration ride aboard the bus just prior to their Nov. 10 meeting. Richard V. Davis, regional manager of Flixbus Co., manufacturer of the bus, explained the engine's features at the board meeting.

According to Davis, anticipated future

refinements will allow the LNG engine to meet 1975 California emission standards for heavy-duty engines.

The bus is similar in appearance to General Motors coaches now operated by AC Transit and has a standard Cummins diesel engine modified to burn LNG.

Davis said the LNG engine delivers more horsepower than the standard diesel engine; however, conversion could run between \$3000 and \$4000 per coach.

Added fuel costs also might mean higher operational costs, Davis indicated.

Alevizos named 'Outstanding Greek'

Nicholas P. Alevizos, superintendent of AC Transit's Richmond division, was honored this month as the outstanding Greek immigrant in the East Bay.

The award was presented by the International Institute of the East Bay



Nicholas Alevizos, 70, was born in Tripolis, Greece, and came to the United States in 1916, earning his citizenship in 1924.

and honored Alevizos for his years of effort in community activities such as United Crusade, Red Cross, Richmond Chamber of Commerce and the Masonic Order.



POLICE AWARD — Emeryville division driver Lewis C. Scott, right, accepts a Certificate of Appreciation from Oakland Police Chief Charles R. Gain in recent ceremonies in the chief's office. The 36 year old Scott received the award for his part in the capture of two youths who were taking coins from parking meters.

Bay Area newspapers comment On new gasoline sales tax law

Bay Area newspapers responded editorially this month when Governor Ronald Reagan signed a law levying a sales tax on gasoline, requiring the automobile to help pay for the cost of public transit in California.

The tenor of the editorials was a dislike of an additional tax, but recognition of the need.

The San Francisco Examiner, in a Nov. 5 editorial, said in part: "We too are not altogether happy with the measure . . . nevertheless, we are glad (Gov. Reagan) signed it. It is the only measure the Legislature is likely to produce aiding transit."

"Without it, a serious possibility would have existed that millions of dollars of Federal transit grants would be lost to California for lack of the necessary matching money . . .

"Every large city and metropolitan area in California sorely needs transit money. The (Sen. James) Mills bill will not solve their problems, but it will help substantially."

The Oakland Tribune, on Nov. 9, declared: ". . . there simply was no practical alternative to the Mills measure."

The Tribune's position is that both transit and the highway network are needed. "The two transportation systems

are not, in fact, inimical," the East Bay newspaper editorialized. "It is important to have a Bay Area Rapid Transit system, for example, but if the trains don't go where some of us find it necessary to travel, then it's important we have good roads and bridges to get there."

Calling the Mills bill "the practical result," the Tribune said it "reasonably resolves a potentially divisive and quite non-productive dispute" between those who want more money for highways and those who feel transit's needs are more important.

Death thins ranks Of pensioners

The ranks of AC Transit pensioners were thinned during recent weeks with the deaths of three transit veterans.

Frank P. Burns, who spent his entire career with predecessor companies, died Oct. 30 at the age of 78.

Burns started as a street car conductor on May 20, 1920, and retired Nov. 1, 1959, as a motor coach operator.

William M. Castlebury, who died Nov. 4, one week before his 68th birthday, had a long and varied career with AC Transit and Key System.

Castlebury began as a bus driver on Nov. 7, 1941, and moved up through the ranks as dispatcher and supervisor before being assigned to Central Dispatch.

From Jan., 1951 through Feb., 1963, he was Secretary to Division 192 of the Carmen's Union before returning to AC Transit and retiring Oct. 1, 1964.

Castlebury is survived by two sons, a daughter and his widow, Iona, a PBX operator at Emeryville Division.

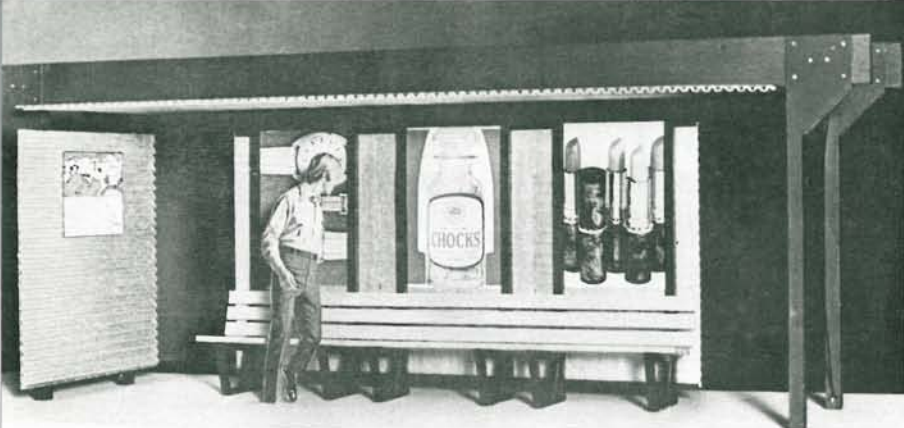
Wallace A. Jenkins, who started as a bus driver on Oct. 21, 1942, and retired as a supervisor on Nov. 1, 1965, died Oct. 12. He was 75.

Drivers continue Safe-driving strings

Drivers in two of AC Transit's three operating divisions are working on extending their strings of exceeding their monthly safe-driving goals.

Emeryville drivers, who drove 15,105 miles per accident during October, now have topped their goal of 13,250 miles per accident for six months.

Seminary drivers have exceeded the same goal for four months, going over the top with 14,211 safe-driving miles per accident during October.



THE IDEA—Photo, above, shows three-dimensional scale model, with card-board cut-out of man, which won prize for Cepernich.



THE REALITY — Antone Cepernich looks proudly at shelter, left, after it was installed at corner of Atlantic and Webster in Alameda.

Student-designed Bus stop shelter Now in Alameda

Installation of a new bus stop shelter at Atlantic Ave. and Webster St. in Alameda is the first visible result of a project begun earlier this year.

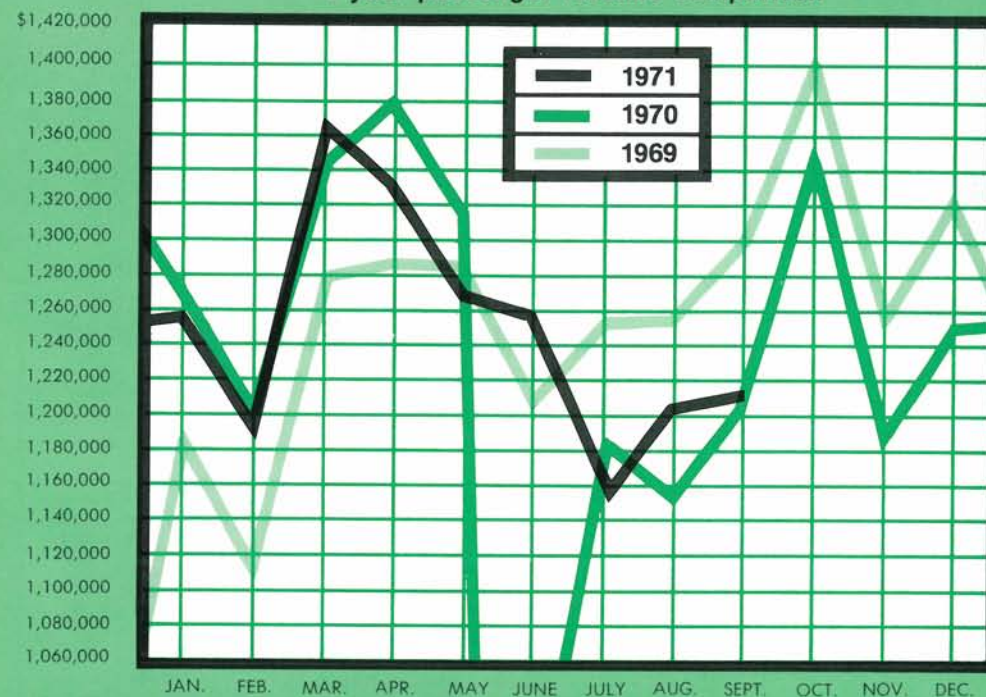
The shelter, designed by Antone Cepernich of Richmond, was one of four winners in a design competition conducted at the University of California's College of Environmental Designs, Department of Architecture.

Some 45 students participated in the project.

THE RECOGNITION — Alameda Mayor Terry LaCroix, Jr., right, stands with Cepernich to read the plaque which commemorates installation of the first such shelter in the East Bay.



3 year passenger revenue comparison



September figures hold steady

Only minor variations in patronage and revenue figures were registered during September, compared to the same month one year ago.

Total passenger revenue for the month was \$1,214,487, up \$1,909 or .16 percent above the \$1,212,578 collected during September, 1970. East Bay revenue was \$653,809, down \$1,309 from the \$655,118 dropped into fare boxes a year ago—a decrease of .20 percent. This slight drop was offset by a .58 percent increase in transbay revenue—up \$3,218 to \$560,678 from the \$557,460 collected during September, 1970.

Commute book sales totaled \$255,867, up \$4,867 from sales of \$251,000 during the same month one year ago—a gain of 1.94 percent.

AC Transit carried 4,109,356 passengers during September, up 22,346 or .55 percent above the 4,087,010 carried during the month of September 1970. East Bay buses carried 2,965,386, up 28,455 or .97 percent above the 2,936,931 who rode during the same month a year earlier. On transbay lines, patronage for the month totaled 1,143,970, down 6,109 or .53 percent below the September, 1970, figure of 1,150,079.

Nationally, the transit industry indicated a decrease in revenue passengers of 7.61 percent.

Operating costs during September were \$1,861,735, up \$112,125 or 6.41 percent above year-ago expenses of \$1,749,610. The system operated 2,076,933 miles of service, an increase of 20,239 or .98 percent above the September, 1970, mileage of 2,056,694.

Total income of \$2,027,228 left a deficit of \$38,859 in meeting full bond debt requirements and operating costs.



At an adjourned meeting October 27, the Board of Directors:

- Approved addressing a communication to the Board of Port Commissioners seeking improved accommodations for coaches serving the Airport, and their cooperation in furnishing public information regarding transit services, on motion of Director Bettencourt.

- Approved service realignments on several local lines, and of express Lines 34-CV and 36, but referred the matter of curtailment of Lines 30 and 32 back to Project Development Committee for further study, on motion of Director Bettencourt.

- Clarified intent of September 8 motion allowing Board members and management executives to attend the annual meeting of the American Transit Association, to also attend a post-conference seminar and inspection tour, on motion of Director Berk.

* * *

At a regular meeting November 10, the Board of Directors:

- Awarded re-roofing contract to Maltott and Peterson Roofing Co., subject to their bid meeting all specifications and conditions, on motion of Director McDonnell.

- Awarded bid to Inter-Bay Supply Co. for conversion of "s" type fuel injectors to lo-sac needle injectors and for supplying needle tips, subject to approval

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by Department of Transportation, on motion of Director Berk.

- Extended shop-a-round pass privileges in downtown Oakland to cover dates of December 5, 12 and 19, and extended hours of use to 5 p.m. for these dates, on motion of Director McDonnell.

- Directed that major auditing firms be solicited for proposals to make annual independent audits on a rotation basis, on motion of Director McDonnell.

AC Transit
 Latham Square Building
 Oakland, California 94612

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