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Transit-Times



**Federal grant to help finance
Five-year improvement program**

New equipment funded by federal grant

A federal grant has cleared the way for a capital improvement program which will give East Bay bus riders top quality transportation for many more years to come.

The \$7,670,000 grant from the U.S. Department of Transportation's Urban Mass Transportation Administration (UMTA) will help provide 215 new buses and improved facilities, ranging from shelters and bus benches to garage structures, during the next four years.

The grant will cover two-thirds of projected costs of \$11,505,000 during the first four years of a planned 10-year program to maintain AC Transit as the outstanding bus system in the nation. Funds

THE COVER—Stacks of silver dollars symbolize the impact the federal grant will have on East Bay communities.

for the fifth and later years are expected to be allocated later.

Most of the money will be spent to buy new buses.

An existing grant, combined with the new grant, will allow purchase of 100 new diesel coaches this year. Indications are that, within three years, gas turbine engines will be available.

By the time BART becomes fully operative, AC Transit plans to have 670 coaches in its fleet, most of them of modern design, to match the appearance and riding quality of rail rapid transit equipment.

With the new buses, the District expects to retire the last of the older buses remaining from the days of Key System Transit Lines. During the next ten years, AC Transit expects to buy 600 new buses, many of them of an entirely new design.

All the new diesel buses will have pollution control devices, ensuring AC Transit's goal of having one of the cleanest burning fleets in the country.

Air conditioning will be provided in buses used in basic main line and local service in southern Alameda County.

The grant also will permit the remodeling and refurbishing of 61 45-passenger air-conditioned buses purchased in 1961 for Bay Bridge runs.

The 100 buses to be purchased this year will include 60 51-passenger coaches, 25 45-passenger and 15 33-passenger buses, to be used on neighborhood lines where patronage is light.

The federal grant will permit erection of 50 new bus shelters and installation of 50 new, modern concrete bus benches at selected locations.

Funds also will be provided for installation of modern, inside bus cleaners at the three operating divisions and installation of an additional, new-type bus washer at Richmond Division, similar to models now in operation at Emeryville and Seminary yards.

The improvement program covers replacement of bus head signs and more than 5500 bus stop signs, in keeping with realignment of bus routes to serve BART.

LEGISLATIVE VISIT—A group of Washington State legislators visited AC Transit just before Christmas as part of their study of California transit systems. Part of the group, left, is having operation of the steam bus explained to them by Safety Engineer Gordon Wadsworth, second from left, while driver Cecil Gross, third from right, listens.



District to purchase 20 new buses; Hopes to acquire 40 more by June

AC Transit has ordered 20 new buses equipped with anti-pollution kits and hopes to purchase another 40 by June 1.

A contract for furnishing 20 51-passenger buses was awarded to General Motors this month by the Board of Directors on a low bid of \$36,486.67 per bus, delivered to Emeryville. Before the contract is final, however, the bid will be analyzed by management representatives. The agreement includes an option to purchase the additional equipment by mid-year.

Purchase of the current order is fi-

nanced under a grant made last year by the U.S. Urban Mass Transportation Administration. The grant for \$944,846 covered purchase of new equipment and installation of an improved fuel injector in 492 AC Transit coaches.

The District also is developing specifications for 15 smaller buses, included in the same grant.

Rinehart, Warren Re-elected

Ray Rinehart and E. Guy Warren were re-elected president and vice-president of the AC Transit Board of Directors this month.



Ray Rinehart consecutive term.

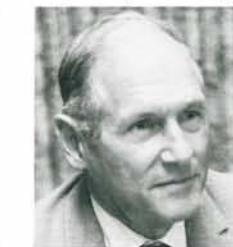
Both men have long records of public service.

Rinehart, 60, was chosen by his fellow Board members for a second

Warren now is in his fourth straight year as vice-president.

Rinehart, a certified public accountant and a resident of Piedmont, was appointed to the Board in 1963. He was elected to a full four-year term in 1964 and re-elected in 1968.

Warren, 70, is a resident of Hayward and owner of a transportation



E. Guy Warren

firm there. He was appointed to the Board in 1961, elected in 1962 and re-elected in 1966 and 1970.

Vice-president Warren also is chairman of the Board of Trustees of the California State Colleges.

Report shows EIP Successfully reduces Smoke, emissions

Buses with Environmental Improvement Program kits properly installed and maintained seldom produce visible smoke, according to a recent report issued by the Department of Transportation.

The report covered test results on 300 new buses with EIP kits plus 39 kits which had been installed in older buses.

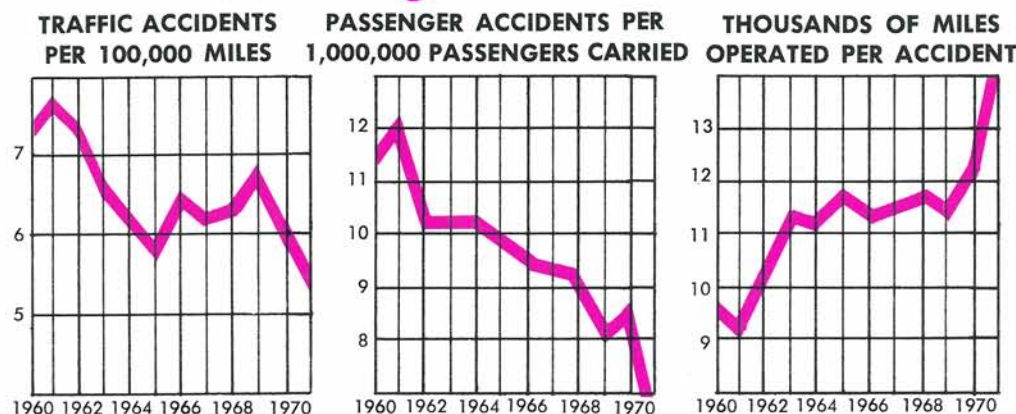
Reduction of smoke below the point where it can be seen is the major conclusion of the report. Other conclusions are that odor and noxious emissions are "significantly reduced" when compared to earlier model buses.

Older buses show the greatest improvement, but all buses benefit to some degree, the report indicates.

The EIP kit consists of: a new type fuel injector, a vertical exhaust stack, a muffled air induction system, energy absorbing engine mounts and a new, improved muffler.

AC Transit purchased 30 buses with EIP kits early in 1971. The kits will be standard equipment on all new purchases.

Bus riding safer than ever



Riding aboard AC Transit buses continues to be one of the safest forms of ground transportation, according to statistics compiled during the 11 years of the District's operation.

Safety Engineer Gordon G. Wadsworth has collected data showing that total accidents involving the system's buses have declined 13.8 percent since operations were taken over from Key System.

The accident count for 1971 was 1821, compared to 2113 during 1960, the last year of Key's bus line operations.

The 1971 total was a decrease of three percent from the previous year, despite a 19-day strike during June, 1970. Adjusting for the normal number of accidents which could have been expected to occur during the 19-day shutdown would raise the 1970 total. Inclusion of

this figure would make the 1971 comparison with 1970 even better.

Safe driving miles per accident increased to 14,076 during 1971, up 10.2 percent above the previous year, and 51 percent better than the 9,329 miles per accident of 1960.

A frequency of 5.48 accidents per 100,000 miles of operation occurred during 1971, a reduction of seven percent compared to the year before, and down 25 percent below the 7.31 accidents per 100,000 operating miles recorded in 1960.

The frequency of passenger accidents also has shown consistent improvement during the District's years of operation. Accidents per million passengers carried during 1971 was 6.55, an improvement of 44 percent over the frequency of 11.70 tallied during 1960.

Seminary drivers top safety Goal for six months in a row

Seminary Division drivers were the only ones to exceed the District's safe-driving goal during December. Their mark of 13,918 safe-driving miles per accident topped the 13,250 mile goal. It was the sixth straight month Seminary drivers have gone over the top.

Emeryville operators saw their string of seven consecutive months of topping the goal stopped during December.

"Cost of living" increase raises Drivers' wages one cent per hour

A cost-of-living increase of one cent per hour for bus drivers and other union workers became effective this month, under terms of the District's union contract.

The adjustment, which is based on the U.S. Government's Consumer Price Index, brings operators' wages to \$4.94 per hour, one of the highest hourly rates paid within the transit industry.

What the Editors are Saying about Transit

Chronicle Editorial Page

Ford's Transit Idea

The solid and apparently invulnerable front maintained by the so-called "highway lobby" (automobile manufacturers, auto clubs, road-builders, truckers and oil companies) to preserve the inviolability of gasoline-tax revenues has suffered its first major defection.

Henry Ford II has broken ranks with a recommendation that the Federal Highway Trust Fund be tapped for the development of rapid transit. This is the fund that amasses \$5 billion or \$6 billion annually from the Federal tax of 4-cents a gallon on gasoline, and which has been used exclusively—thanks to the watchful eye and political clout of the "highway lobby"—for building the nation's freeway system.

Though proposals have frequently risen for channeling bits of those billions toward systems of mass transit, they have been promptly shot down by lobby artillery.

At the State level, California became familiar with the lobby's fire-power as measure after measure for diverting gas-tax funds was done to death in the Legislature. Such diversion required—and still does—amendment of the State Constitution which provides that those funds be used only for State highways and local streets and roads. In 1970, a measure for the required amendment reached the voters in the still-remembered Proposition 18, designed to alleviate some of the problems that the automobile created. It would have permitted gas-tax revenues to be used for research into air pollution and for construction of rapid transit system.

It, too, died under attack by the "highway lobby," an attack which resulted in suits against various oil com-

panies and other alleged contributors to a war-chest of disputed legality.

The Legislature has since enacted a bill that will serve some of that proposal's purpose without touching the sacrosanct gas-tax fund. It does so by extending the State sales tax to cover gasoline.

This measure, it is estimated, will provide some \$150 million a year to bolster the unprofitable public transportation systems in the metropolitan areas, and will give counties of lesser population some \$40 million a year for road and street improvements.

This is, to be sure, a far cry from the goal of regional mass-transit systems that are convenient enough and inexpensive enough to lure millions of citizens away from their automobiles, reduce highway congestion, eliminate the need for more and more freeways, and cut down air pollution from automobile exhausts.

But it is a start, and Henry Ford's conversion to the idea that gas-tax funds be invested in study, research and development of mass transit and never mind the "highway lobby," raises hopes that the goal may yet be attainable.

District distributes Two million timetables

A total of 2,178,000 pocket timetables were printed by AC Transit and distributed to patrons during 1971, an increase of 261,000 from 1970.

By far the largest number of timetables were printed for the 40-43-43A lines connecting San Leandro, East Oakland, Oakland and Berkeley. Patrons on these heavily traveled routes needed 279,000 timetables.

Commuters enjoy Christmas party At SF Terminal



ACCOMPANIMENT — Three AC Transit drivers provided music at the party. From left: J. H. Troutt, H. R. "Rocky" Shore and Chester Anderson.

UMBRELLA MAN — Supervisor Gene Gardiner was master of ceremonies but also entertained the crowd by singing, including this comedy number.



Commuters passing through the San Francisco Transbay Transit Terminal Dec. 23 stopped long enough to enjoy a Christmas Party sponsored by AC Transit and staged by District employees.

Entertainment included singing of traditional holiday season songs, dancing and musical skits.

Santa Claus, in the person of Senior Claims Investigator Fred Clarrage, was on hand to lend atmosphere. Assisting him in giving away candy canes were his "helpers," drivers Priscilla "Pat" Grap and Neysa Harford.

SHOWSTOPPER—A high point of the program was the appearance of "Frostie the Snowman," who paraded and danced for an appreciative audience of commuters.



BALLERINA—Five-year-old Melodey Palmer displayed her dancing ability.

Mystery solved?

Old Scot may have given "Gillie" room its name

As far back as the oldest of the "old-timers" can remember, the rooms where AC Transit bus drivers wait between runs have been called "Gillie" rooms. There is one such room at each of the three operating divisions.

The rooms are equipped with lockers, coffee, candy and cigarette vending machines, a television set and reading material. For some drivers, who may have long waits between runs, the Gillie room becomes a social center and a home away from home.

Walter J. Oeding, now retired, but an Executive Office employee for many years, offers an explanation for the name.

Oeding, who researched the word, discovered its Scottish origin which denotes a male retainer to a Scots Highland chieftain.

"Further," Oeding says, "one of the major functions of a gillie was as a servant at dinners given by his chieftain. In order to maintain maximum privacy, the dining hall usually had a room immediately adjacent, to which the gillies

retired until summoned.

"And this room, of course, was called the gillie room."

Oeding believes some long-forgotten Scot bestowed the name on AC Transit's waiting room for operators.

"When I was six or seven," Oeding remembers, "my father took me to the car barns at 96th Ave. and East 14th St. As we entered, he told me: 'This is the gillie room.'"

"I responded that was 'a funny name for a room.' An old time platform man who overheard me said: 'Old Mac . . . was the first man to call it that.'"

"I can't remember the last part of the name, but I recall it as being Scot."

Oeding concedes this isn't absolute proof, but thinks it's a reasonable conclusion that the name "was indeed bestowed by a patient Scot of long ago who had done his share of 'shine time' as an extra man, and who was forcibly struck by the parallel between that experience and the conditions of life of a gillie of the Scottish Highlands."

Three pensioners, one active employee Taken by death during recent weeks

Death took three AC Transit pensioners and one active employee in recent weeks.

Dead at 62 is *George W. Schenck* of Sonoma. Schenck, a service employee from April 15, 1929, until his retirement June 1, 1961, died Sept. 11. He is survived by his widow, Elsie.

George E. Spomer, who died Oct. 31, was a bus driver from July 27, 1942, until his retirement on Nov. 1, 1965. He was 70.

Spomer is survived by two sons, Robert and Zane, two daughters, Bonnie Jean and Veda, and his widow, Georgia, who lives in San Mateo.

Samuel J. Wolfe died Nov. 22 at the

age of 64.

Wolfe operated a street-car briefly during 1942, left and returned Aug. 4, 1943, and became a bus driver until his retirement Mar. 1, 1969.

His survivors include his widow, Julia, of 5034 Fairfax Ave., Oakland.

Richmond Division Chief Clerk *Arnold W. Duboise* died suddenly of a heart attack on Dec. 27. He was 55.

Duboise started as a motor coach operator Nov. 25, 1943, and became Chief Clerk Mar. 1, 1956.

His survivors include two daughters, Mrs. Nadine Richards and Mrs. Delores Loehr, and his widow, Joanne, 16401 San Pablo Ave., San Pablo.

NEW EMPLOYEES

AC Transit welcomed these
new workers in October,
November and December



G. Arellano
Maintenance
Emeryville



LeRoy V. Beach
Transportation
Seminary



Alan J. Berner
Transportation
Seminary



H. L. Blackwell
Transportation
Emeryville



Alan Bowerman
Maintenance
Emeryville



George E. Brown
Transportation
Emeryville



A. P. Desrosiers
Transportation
Emeryville



Ronald Driskill
Transportation
Emeryville



James E. Frank
Maintenance
Emeryville



Donald Glass
Maintenance
Emeryville



Aime Glesener
Transportation
Seminary



Gary E. Gonzales
Transportation
Seminary



Roy E. Owens
Treasury
General Office



E. N. Powell
Transportation
Emeryville



Donald E. Simon
Maintenance
Emeryville



James N. Smith
Transportation
Emeryville



J. W. Snodgrass
Transportation
Emeryville



Marvin Stengel
Transportation
Seminary



Paul S. Aiello
Transportation
Richmond



Anthony Andrade
Maintenance
Seminary



J. H. Campfield
Transportation
Emeryville



A. Casablanca
Transportation
Seminary



Arvie L. Case
Transportation
Emeryville



O. B. Chadwick
Transportation
Richmond



James G. Chaffin
Transportation
Seminary



William T. Collins
Transportation
Emeryville



Samuel J. Jones
Transportation
Seminary



Toby S. Klieman
Schedules
Emeryville



C. E. Litster
Claims
General Office



Thomas J. Lockett
Transportation
Emeryville



Thomas T. Lockett
Transportation
Seminary



Albert L. McClain
Transportation
Seminary



G. M. Sullivan
Transportation
Seminary



J. P. Underwood
Transportation
Seminary



E. A. Walters III
Transportation
Emeryville



Wm. Weisshaar
Transportation
Richmond



Edmond White Jr.
Transportation
Seminary



Oscar Williams
Transportation
Seminary



Steam bus unveiled to public

AC Transit's steam bus was unveiled to the public this month in several East Bay cities. City officials and interested citizens were given short, free demonstration rides to show them what the bus can do. The bus was scheduled to go into revenue service on Jan. 24 for extensive testing.

Special blue and gold souvenir tickets were given to everyone who rode the bus during the week-long demonstration period.

EARLY RIDERS—Board members Robert Copeland, left, and Claude Daughtry took a demonstration ride in the steam bus early this month. A. R. Lucchesi, right, describes features of the bus before the ride.



SOUVENIR TICKET—A. R. "Tony" Lucchesi, right, AC Transit's steam bus project manager, hands special souvenir ticket to Board member William Berk, left, while Board President Ray Rinehart watches.

Employee suggestion plan is adopted; Awards up to \$25,000 can be earned

An employee suggestion program with "teeth" in it is scheduled to be launched by AC Transit during February.

Under terms of the new program, employees and pensioners can earn from \$25 to \$25,000 if their suggestion will save time, money or materials.

The suggestion program is called Valuable Ideas Program, or VIP.

Awards will be based on a ratio of ten percent of the estimated actual savings attributed to the suggestion.

If an idea will save \$16,500, the award will be \$1,650.

All employees or pensioners are eligible to participate in the program except for the three members of the VIP Committee and employees whose jobs are in

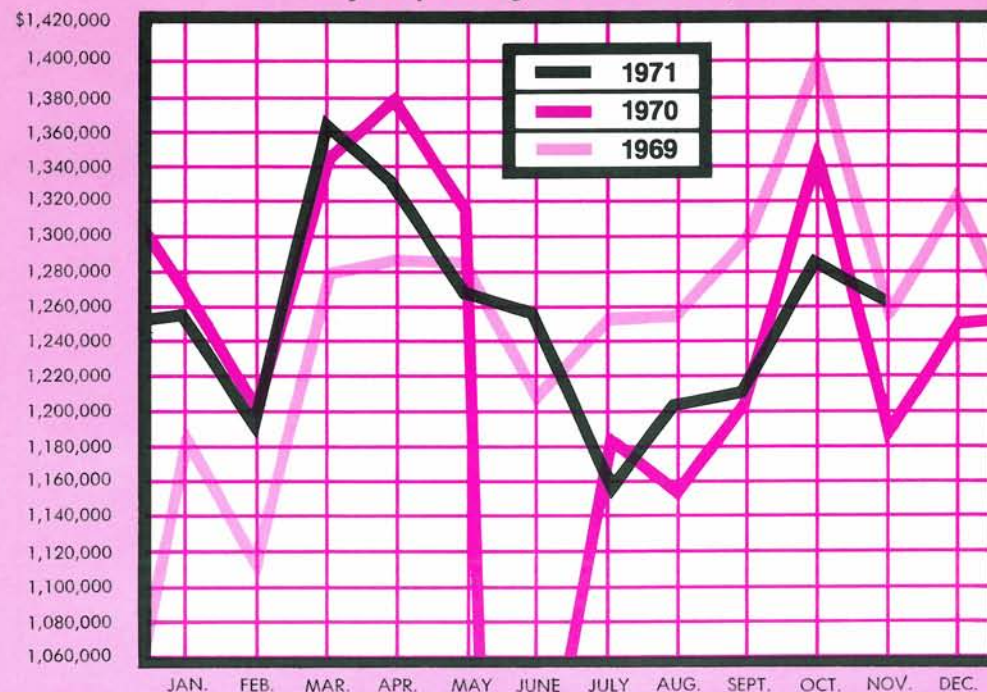
certain restricted categories and who offer suggestions related to their jobs.

The object of the plan is to stimulate employees and pensioners toward coming up with concrete suggestions which are of value to the transit system, and to reward them for their ideas.

Ideas and suggestions must be written on special forms and forwarded to the VIP Committee for study, evaluation, and determination of the award amount.

If the Committee determines that the idea is practicable, and usable by AC Transit, it then estimates how much savings will accrue during the first 12 months after the idea is adopted. It will recommend adoption and an award of ten percent of the savings.

3 year passenger revenue comparison



Healthy gains scored in November

Healthy gains in all revenue and patronage categories were scored during November, compared to similar categories during the same month one year ago. The largest percentage increase was an 8.75 percent gain in commute book sales, up \$22,133 to \$274,955.

Total passenger revenue for the month was \$1,263,258, up \$83,153 or 7.05 percent above the \$1,180,105 collected during November, 1970. East Bay revenue was \$685,385, up \$52,756 from the \$632,629 dropped into fare boxes a year ago—an increase of 8.34 percent. Transbay revenue of \$577,873 was up \$30,397 or 5.55 percent above the \$547,476 collected during November, 1970.

AC Transit carried 4,318,849 passengers during November, up 258,454 or 6.37 percent above the 4,060,395 carried during the same month one year earlier. East Bay buses carried 3,122,721, up 207,892 or 7.13 percent above the 2,914,829 carried during November, 1970. On transbay lines, patronage for the month totaled 1,196,128, up 50,562 or 4.41 percent above the year-ago figure of 1,145,566.

Nationally, the transit industry indicated a decrease in revenue passengers of 1.98 percent.

Operating costs during November were \$1,857,147, up \$159,524 or 9.40 percent above year-ago expenses of \$1,697,623. The system operated 2,131,456 miles of service, an increase of 87,081 miles or 4.26 percent above the November, 1970, mileage of 2,044,375.

Total income of \$2,088,409 covered operational costs, depreciation and bond debt requirements, leaving a surplus of \$26,866.



Ray H.
Rinehart



E. Guy
Warren



Robert M.
Copeland



Claude
Daughtry



William E.
Berk



John
McDonnell



William J.
Bettencourt

Actions of the Board

At an adjourned regular meeting Dec. 22, the Board of Directors:

- Amended a previous resolution to allow participation in the super bus project without stipulation of the right to purchase pre-production vehicles, on motion of Director Bettencourt.

* * *

At a regular meeting Jan. 12, the Board of Directors:

- Re-elected Ray Rinehart as Board president, on motion of Director Bettencourt. (See story, Pg. 3)

- Re-elected E. Guy Warren as Board vice-president, on motion of Director McDonnell.

- Awarded contract for 20 new buses to lowest bidder, subject to review of proposals by management, on motion of Director Copeland. (See story, Pg. 3)

- Authorized Manager of Maintenance to accept Fleet Owner Maintenance Efficiency Award, on motion of Director McDonnell.

- Authorized Board members and General Manager to attend exhibit and demonstration of advanced designs of transit equipment in Washington, D.C., on mo-

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E. GUY WARREN	Vice President
Ward V	
ROBERT M. COPELAND	Director at Large
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WILLIAM E. BERK	Ward II
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WM. J. BETTENCOURT	Ward IV

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GORDON G. WADSWORTH	Safety Engineer

tion of Director Copeland.

- Adjusted salary ranges and created new position of Chief Supervisor-Assistant Transportation Superintendent, on motion of Director Bettencourt.

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