

Vol. 15 No. 4

October 1972

Transit-Times



**Buses play
Important role
In presidential
Visit to area**





Our 'Stockholders' Write

Generally speaking, AC Transit is noted for having courteous and efficient drivers. However, *Stephen C. Anderson* is outstanding. I don't usually write this type of letter, but because I was so impressed with Mr. Anderson's polite, friendly and proficient manner, I thought I would take a few minutes and let you know.

Ernest V. Turner
Oakland

Mr. *John Holmes* makes it such a pleasure for people that are going to work. I myself sometimes will be very despondent and Mr. Holmes has made some of my days very pleasant to come to work.

Wilson Welsh
Berkeley

I wish to express my gratitude for the reduction in AC Transit bus fares (for senior citizens). In this way, I get all my errands done, keep doctors' appointments, etc., and still be home before the peak hours.

Thank you very much and God bless you.

Leslie Allen
Berkeley

... I could not help but observe the special effort driver *Kenith Jackson* made to make the ride as pleasant as possible. He greeted everyone with a smile and a welcome and seemed to think most positively about his job of serving the public.

Ruth Seegrist
Oakland

While traveling the "F" bus at various times, I have been impressed with the cheerful courtesy extended by driver *Floyd Tinkham* to his passengers, particularly to the elderly and infirm, to the young children traveling alone and to those on the "F" bus for the first time needing assistance in reaching their desired destinations.

James A. Smith
Berkeley

I wish to express my appreciation for the patient assistance given by your Mr. *Warren E. Robinson* and Mr. *Richard P. Videll* in expanding your service to include Naval Air Station, Alameda Housing areas. Their assistance has alleviated a difficult situation.

Warren H. Sells
Capt., USN
Alameda NAS

Yesterday and this morning there were ten standees (on Line CB—Broadway Terrace-San Francisco Express). There has been a great increase in the passengers, no doubt due to new residents to this area and others who used to drive their personal cars ... we would certainly appreciate your ... adding an additional bus both in the morning and evening.

Miss Norma Lencioni
and 50 others
Oakland

(Checking confirmed additional service was in order and an additional bus was added to this line in morning and afternoon peak hours.—Ed.)

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

THE COVER—The President and Mrs. Nixon leave BART train after surprise visit to East Bay. Below, some of the 69 coaches which were chartered to bring the President's supporters to greet him at Oakland Airport.



A VERY SPECIAL RIDE—Third graders at St. Leonard's school in Fremont expected to ride BART. Instead, they rode an AC Transit bus, saw the President at San Leandro and rode BART back to Fremont.

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 initiative.

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" roofer 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 roofer 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" Gartman.



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.

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—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 transfer connections and got safely on and off.

Michael was crippled

Michael was less than a year old when he became a regular commuter. Born with deformed feet, the tiny youngster rode with his great-grandmother aboard Ostle's bus to San Francisco and Shriner's Hospital for Crippled Children.

When Ostle discovered the boy was about to have his first birthday, he decided to buy him some playing blocks. He spread the news and AC Transit came up with a gift of its own—a specially made, scale model Transit Liner painted in District colors.

Ostle, 65, joined Key System on Feb. 19, 1942, but was drafted into the Army eight months later.

He rejoined Key in February, 1946, as a streetcar operator. Four years later



Joseph I. Ostle

he became a conductor on Bay Bridge trains. In April, 1958, Ostle became a bus driver and finished his career.

Ostle and his wife, Ann, live at 4433 Brookdale Ave., Oakland.

Other recent pensioners

Others who have retired recently are: Oswald E. Cox, Aurelio R. Lopez, Roderick MacGregor, and Miguel Sahagun.

Oswald E. Cox, 59, was a bus driver since his employment on Aug. 31, 1942, until his retirement Sept. 1. He lives at 2059 Carmel Dr., Concord.

Aurelio R. Lopez was a mechanic at Emeryville from May 8, 1945, until his Sept. 1 retirement. Now 64, Lopez lives at 195 California Ave., San Leandro.

Roderick MacGregor, who retired Aug. 1 at the age of 64, was a bus driver since his employment on July 22, 1952. He lives at 5121 Coronado Ave., Oakland.

Miguel Sahagun, a service employee at Seminary Division since his employment on Nov. 25, 1941, retired Sept. 1 at the age of 70. He lives at 1442 - 37th Ave., Oakland.

Drivers in two divisions Top safe-driving goal

Drivers from the Emeryville and Richmond divisions exceeded their safe-driving goals of 13,250 miles per accident during September. It was the sixth month in a row that both divisions topped the goal.

Emeryville's mark for September was 15,412 safe-driving miles per accident while Richmond scored 13,312 miles.



Former boxer rides bus To deliver legal papers

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 danger behind the wheel and I find buses do a good job for me in my work. Besides, I feel safer in a bus than I do in a car," he says.

Because of his many fights and a mili-

NO CAGE FOR THIS TIGER—Lee Roy "Tiger" Wade, who boxed 315 opponents during the decade of the '40's, has a gentler occupation these days as a process server for local attorneys. Because of failing eyesight, he uses AC Transit buses to get around. Offering him a transfer is driver C. D. Harris.

tary service injury, the former boxer has one eye gone and only 20 percent vision in the other. During his ring career, Wade fought Carl "Bobo" Olson, among a total of 315 opponents.

The old left hook

About his fight record, which included 99 losses, Wade says: "I guess I was 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."



CRUSADERS READY TO ROLL—Ready to do battle for the 1972 United Bay Area Crusade, AC Transit employees receive campaign materials from Mrs. Elta Ball, far left. Front row, from left, are: Loren Ball, Avonne Bradshaw, James McCracken, Walter Martin, UBAC staff member Gary Fernandez and General Manager Alan L. Bingham. Second row, from left: G. L. Gross, Virginia Dennison, Don Potter, Bob Shamoon, David Rodrigues, Les Minear and Bob Detloff. Standing, from left: Lowell Weight, Carl Knutson, Dick Bertz, A. R. Lucchesi, Nick Alevizos, John Krajcar, Andrew Phillips, George Akers and Charles Farrell.

NEW EMPLOYEES

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



Cameron Beach
Schedules
Emeryville



Clarence Belesle
Transportation
Emeryville



William Belsches
Transportation
Emeryville



Steven Black
Transportation
Richmond



Salvador Bonilla
Transportation
Richmond



Ronal Boothe
Transportation
Emeryville



Kinsey Cahill
Transportation
Emeryville



George Colvin
Transportation
Richmond



Douglas Cutting
Treasury
General Office



James Darcey
Transportation
Seminary



Rodger Dowling
Transportation
Emeryville



Gordon Dupree
Transportation
Seminary



James Freeman
Transportation
Richmond



James Gardner
Transportation
Richmond



Kent Guay
Transportation
Emeryville



Katherine Johnson
PBX-Information
Emeryville



Thomas Kotalik
Maintenance
Seminary



Peter Lemos
Transportation
Richmond



Peter Lendway
Maintenance
Emeryville



Joseph Lewis
Transportation
Richmond



Martin McCauley
Transportation
Seminary



John Menzie
Transportation
Richmond



Jack Nicholson
Transportation
Emeryville



Shana Papendick
PBX-Information
Emeryville



Lauris Peterson
Maintenance
Emeryville



Elias Reed
Transportation
Richmond



Robin Riddick
Transportation
Seminary



Steve Seliandin
Transportation
Richmond



Russell Skiff
Transportation
Emeryville



Donald Spence
Transportation
Seminary



Roger Starkey
Transportation
Emeryville



Donald Steeves
Transportation
Emeryville



Earl Taylor
Transportation
Seminary



Wayne Thurman
Transportation
Richmond



John Tong
Transportation
Seminary



Robert Turner
Transportation
Richmond



Keith Varnau
Transportation
Emeryville



Chester Walden
Transportation
Emeryville



Joyce Williams
PBX-Information
Emeryville



James Yon
Transportation
Seminary

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 Clevenger of Oakland, by 11 grandchildren and three great grandchildren.

George E. Plein, who worked as a bus driver and as a ticket collector at the Transbay Transit Terminal in San Francisco, died June 30 at the age of 69. Plein was employed Oct. 1, 1945, and was pensioned May 1, 1967. He left no surviving family.

John Smullen, who retired Sept. 1, 1948, after a career of 20 years as a trainman with Key System, died Oct. 5.

Smullen, who lived at 315 Wayne Pl., Oakland, was 87.

Smullen is survived by his widow, Sadie, a son, John Smullen of Walnut Creek, two daughters, Jean Reinke of Downey and Winifred Berrian of Lafayette, seven grandchildren and five great-grandchildren.

Charles S. Young of 1023 Walnut St., Alameda, who worked for Key System from Apr. 8, 1942, to Apr. 22, 1958, as a ticket collector at the San Francisco terminal, died June 15. He was 79. Young's survivors include his widow, Ada Lee.

James T. McNamara of 17 Sheridan Rd., Oakland, died Sept. 12 at the age of 45. McNamara was the son of Joseph "Bunco Joe" McNamara who worked for Key System in his youth and later sold carmen's supplies. James McNamara, a cousin of AC Transit Director John McDonnell, was named after an uncle who worked for Key System, and other East Bay transit properties, for half a century.

Abandonment of Line 31 Protested by riders

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.

Gains in all categories in August

Revenue and patronage figures for the month of August showed gains in all categories, compared to the same month one year ago, with sharp gains in transbay figures.

Transbay revenue of \$611,595 was up \$35,871, or 6.2 percent, above the \$575,724 collected one year earlier. East Bay revenue was \$638,493, up \$6,617 or 1.0 percent above the \$631,876 dropped into fare boxes a year ago. Total passenger revenue for August was up 3.5 percent, a gain of \$42,488 above the \$1,207,600 collected during August, 1971. The total this year was \$1,250,088.

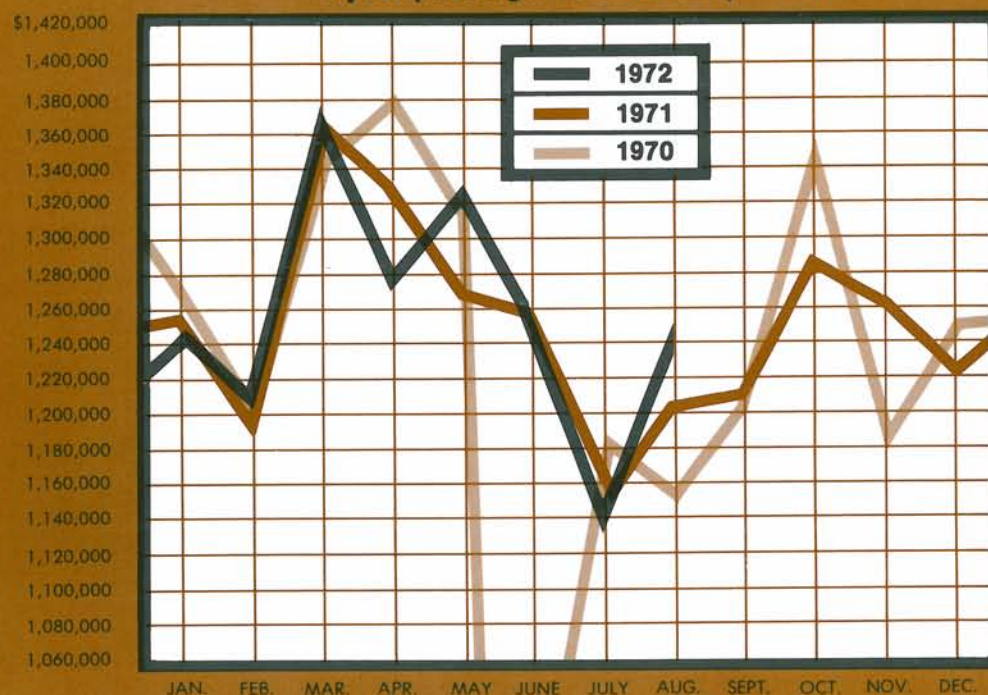
AC Transit buses carried 3,921,567 passengers during August, up 123,593 riders or 3.3 percent above the 3,797,974 carried during the month of August, 1971. Transbay buses carried 1,182,699 riders, up 63,325 who rode during the same month a year earlier—a gain of 5.7 percent. On East Bay lines, patronage for the month totaled 2,738,868, up 60,268 or 2.2 percent above the August, 1971, figure of 2,678,600.

Operating costs during August were \$2,120,539, up \$252,375 or 13.5 percent above year-ago expenses of \$1,868,164. The system operated 2,132,111 miles of service, an increase of 63,038 miles or 3.0 percent above the August, 1971, mileage of 2,069,073.

Total income, including anticipated revenue from the new State sales tax on gasoline, was \$2,276,507, leaving a surplus of \$106,882—sufficient to cover operation costs, depreciation and bond debt requirements.

The District anticipates a surplus early in the year to provide funds to offset additional expenses to be incurred later in the year as new services are operated to BART stations.

3 year passenger revenue comparison



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.

AC Transit
Latham Square Building
Oakland, California 94612

Return Requested

Transit-Times

Published monthly by the
ALAMEDA-CONTRA COSTA TRANSIT DISTRICT

508 16th St., Oakland, California 94612

Telephone (415) 654-7878

Joseph McCord, Editor

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Patronage up on District Transbay "Pedal Hopper"

After three months of service this summer, patronage on the "Pedal Hopper"—AC Transit's transbay bicycle bus—was up slightly more than 12 percent above the same period last year.

The modified bus, which allows cyclists to carry their bikes across the Bay Bridge for the regular fare plus 20 cents, carried 591 passengers on 28 separate dates this year, an average of 21.11 passengers per date.

During the same three months last year, the bus carried 716 passengers but was in operation 38 days, an average of 18.84 passengers per day.

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