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Transit-Times





AC Transit moves smoothly into service As BART extends its line to Richmond

AC Transit shifted smoothly into another transition period this month with the opening of the BART extension to Richmond.

The rail rapid transit system opened six new stations on Monday, Jan. 29, serving Berkeley in Alameda County, El Cerrito and Richmond in Contra Costa

HISTORIC UNIFORM — Richmond Division Superintendent Nick Alevizos handed out souvenir buttons at BART/Richmond. Alevizos was dressed in an 1891 motorman's uniform and wore badges from early transit systems.



THE MAYOR — Berkeley Mayor Warren Widener holds aloft a certificate commemorating the first day of BART service to his city. Councilwoman Susan Hone waves from platform of AC Transit's horsecar which brought civic officials to Berkeley BART station.

County.

On the day BART was extended, AC Transit rerouted 25 lines into rail stations, and inaugurated one new line. Eleven lines already served the six new stations.

In all, the District now has 87 bus lines providing connector service to 16 stations on the BART line from South Hayward to Richmond.

In gearing up for BART's Richmond extension, 4,514 destination signs were installed on buses and 2,947 new curb-side bus stop signs were erected.

A total of 1,177 drivers were retrained through classroom and behind-the-wheel instruction on changes necessary for coordination with BART.

To help inform the public, "Take One" flyers detailing new changes in bus service were placed on all District buses.

Opening day ceremonies

To help commemorate the historic occasion, AC Transit operated Berkeley's original horse car over part of the same route it traveled seven decades before.

The president of the University of California, the chancellor of the UC Berkeley campus, Berkeley's mayor Warren Widener, city council members and other civic representatives were picked up by the horse car in front of the Berkeley City Hall and given a ride

THE COVER—This horsecar, which operated in Berkeley in the 1890's, was brought back into service to help commemorate BART's extension through Berkeley. It originally ran on the Claremont, University and Ferries Street Rail Road line.

HORSECAR TO BART STOPS HERE

Monday, January 29 - 10 a.m. to 4 p.m.

FREE RIDES

Eighty-two years ago, this same horsecar took passengers from Center St. and Shattuck Ave. to the waterfront and to the train depot at Third and Delaware Sts. Ride over part of the same route on opening day of BART... into a new transit era.

BART rides for revenue passengers begin at approximately 11 a.m.



AC Transit

POSTED — Signs like these were posted along the horsecar route to let people know where they could board for free rides.

several blocks to BART's "jewel box" station in Berkeley.

After that, free rides were given to the public, including children who were delighted with this "new" form of horse-powered transportation.

Souvenir buttons

AC Transit also handed out souvenir buttons which carried the AC Transit and BART emblems, the words "R DAY" and "I WAS THERE," plus the date of Jan. 29, 1973. Buttons were given to rail passengers arriving by bus.

At BART's Richmond station, AC Transit's Richmond Division Superintendent Nicholas P. Alevizos wore an 1891 motorman's uniform — decorated with badges from early day transit systems — and handed out souvenir buttons.



BART COMES TO RICHMOND—A BART train sweeps into the Richmond station, completing the link from Oakland. BART and AC Transit now provide coordinated transit service for all East Bay cities from Hayward to Richmond.

Early horsecar Rides recalled

When 89-year-old Mrs. Edna W. Bowman of Berkeley stepped aboard AC Transit's horsecar, it was "old hat" to her. She had ridden horsecars many times, although it had been a while since her last ride—75 years to be exact.

She remembers that, as a young girl growing up in Berkeley, she would ride horsecars to West Berkeley so she could wade in the Bay. The fare, then, was five cents and the ride took about 30 minutes.



SHE WAS THERE — Mrs. Edna Bowman receives an "I WAS THERE" button from AC Transit instructor Cecil Gross as one of the participants in the opening day ceremonies for the BART extension to Richmond.

Transbay commuting By bus more than Double since 1960

Transbay commuting by bus has jumped 111 percent since AC Transit went into business a dozen years ago, according to a study made by the University of California's Institute of Transportation and Traffic Engineering.

Engineers counted vehicles and passengers one morning recently and found that, during the 6:30 to 8:30 a.m. peak period, 518 buses crossed the span, carrying 18,699 people.

During the same time period, 17,343 autos carried 25,397 people—a load factor for the autos of 1.46 persons per trip. The bus load factor was 36.1 persons per trip.

During the heaviest commute period —7:30 to 8 a.m.—buses carried 52.5 percent of the commuters crossing the bridge, whizzing through the toll plaza by-pass every 8.2 seconds. The count included Greyhound passengers.

Riding on AC Transit buses alone has jumped 82.4 percent since 1960.



SAILORS' SHELTER — AC Transit maintenance workers Walter Malek, left, and Lonnie L. Kelly, add finishing touches to one of two new coach stop shelters installed recently near the main entrance to the Alameda Naval Air Station.

SMILES FOR THE SERVICE—Emeryville City Engineer Ed Steffani, left, and F. Pierce Lathrop, builder of the Watergate development on the Emeryville Marina, show by smiles satisfaction with AC Transit's service into Watergate. Emeryville city fathers agreed to use funds from the new sales tax on gasoline to help Lathrop's organization underwrite a part of the cost of running Line 47 into the housing complex.



Passengers approve Coach renovation

Sixty older AC Transit buses will be renovated to make bus travel more pleasurable as the result of favorable responses from passengers on one renovated bus.

In an experiment, the District removed one set of seats from each side of a 45-passenger bus to provide more room, cut down seat-backs and re-upholstered them in a bucket style. Arm rests were removed to provide more seat room, and the ceiling was carpeted, in shades coordinated with new seat covers, to lessen interior noise.

The bus was operated on transbay lines and passengers were surveyed.

Of 623 responses, 528 felt the coach was more comfortable with a typical comment being: "It adds warmth to the bus and seems to cut down on some noise."

Brochures sent with Alameda electric bills

Some 25,000 brochures explaining AC Transit bus connections to BART will be distributed to Alameda residents during the next two months.

The brochures are being inserted in City of Alameda Bureau of Electricity billings and are designed to inform Alameda citizens of the best bus service to rail rapid transit stations.



Maintenance workers Robert Lendway and LeRoy Wilson certainly wouldn't object if someone referred to them as "good heads." In fact, both men are now grateful their heads still are intact.

The men recently were involved in accidents which could have been serious, had they not been wearing District "bump caps."

Lendway was working on a bus engine

'Bump caps' prevent Two serious injuries

OUNCE OF PREVENTION — LeRoy Wilson, left, and Robert Lendway hold the District-issued bump caps which prevented injuries to their heads.

when a tailgate fell. A bolt on the tailgate pierced Lendway's plastic cap and came within a fraction of an inch of puncturing his skull.

Wilson was working inside a bus when he slipped on a wet floor and struck his head on the metal fare box. His bump cap split in a six-inch crack.

Both men credit the hard hats with preventing serious injuries.

Transit veterans, including one of first "Women drivers," take retirement

Two veteran drivers, James K. Moore and Shirley M. Gaylord, will officially retire March 1, joining the ranks of pensioners which now includes Mrs. Dorothy D. Lewis, one of the first "lady drivers."

Mrs. Lewis, who lives with her husband, George, at 2136 Acton St., Berkeley, began her transit career as a street car operator on Feb. 14, 1943.

At that time, as a widow with a young son to support, she "looked for a job with the best income and which offered me a real future."

She says she enjoyed her nearly 30 years with Key System and AC Transit. "I made many, many friends among my passengers and I certainly would do it over again."

Now she spends her time as a "lady of leisure, working in my yard and re-decorating my house."

Gaylord, 62, has been a bus driver since Jan. 29, 1952. He lives at 17754 Meekland Ave., Hayward.

Gaylord will be remembered by many students at Cal State University, Hayward, "as that friendly driver on the 91A line" who always made their day

brighter and who helped them from time to time when help was needed.

Moore started as a trainman on July 13, 1946, and switched to driving buses in October, 1950.

Moore, who lives at 3941 Foothill Blvd., Oakland, celebrated his 65th birthday on Feb. 29.

CAN'T WAIT — Residents of the Fargo Senior Center in San Leandro were so anxious to get a bus stop in front of their residence, they even offered to help install the pole. Lending a hand are, from left: Mrs. Shirley Myer, Mrs. Mike Grigorian, Frances Logan, Mike Grigorian and Inez Harbaugh.





Steam bus reconverted As experiment ends

OUT OF STEAM—Maintenance workers Frank Johnson, kneeling, and Arnold Strom, beneath bus, apply finishing touches to diesel engine in coach Number 666, which had been AC Transit's steam bus. With the end of the steam bus experiment, the bus was reconverted to diesel this month.

After a brief career as the first of three operating steam buses in the United States, AC Transit bus Number 666 went back in operation this month as a diesel-powered coach.

As a participant in the California State Assembly steam bus project, AC Transit turned over Number 666 to William M. Brobeck and Associates of Berkeley more than two years ago. The Berkeley engineering firm removed the bus power plant and transmission and installed a steam-powered engine of their own design.

The steam-powered coach was tested in street operations during the Fall of 1971. During 1972, the coach ran in regular service on various East Bay lines.

With completion of the project in September, 1972, the steam power system was removed. Contract arrangements called for the bus to be returned to AC Transit in original condition.

Shipped to nation's capital

During its career as a steam bus, Num-

ber 666 was shipped to Washington, D.C., and Sacramento where it carried senators, representatives, state legislators and high ranking governmental officials. It also was seen on nationwide television and was ridden by transit people and engineers from around the world.

The steam bus project proved that steam-powered buses can compete with diesel power in terms of road performance and noise and are considerably less polluting, according to project reports.

The steam bus burned more fuel per mile of operation than a standard diesel. However, the burning was virtually smokeless and exhaust emissions were well below the 1975 levels dictated by state law.

Death takes two Old-time employees

Two old-time transit employees died during February.

George B. Roth, who was 80 at his death Feb. 12, had been a ticket seller at the Transbay Transit Terminal in San Francisco when he retired Mar. 1, 1962. He worked for Key Systems since Jan. 18, 1941.

Roth, who is survived by two daughters, lived in Santa Cruz.

Anthony J. Scott, a retired rail operator, worked for Key from Dec. 12, 1920, until his retirement on Dec. 16, 1948.

Survived by his widow, Agnes, of 1969 - 35th Ave., Oakland, Scott was 93 at his death Feb. 13.

Safe-driving goal topped By all three divisions

All three AC Transit operating divisions bettered the District's safety goal during January by averaging more than 13,250 safe driving miles per accident.

Richmond Division drivers were high with 17,115 miles per accident.

Emeryville Division drivers scored 14,332 miles and Seminary operators reached 13,857 miles.

Short work month led to losses

Three fewer week days during December, 1972, compared to December, 1971, resulted in a sharp dip in revenue and patronage figures. December, 1972, had 20 week days and 11 Saturdays, Sundays and holidays, compared to 23 and 8 during December, 1971.

Total passenger revenue for December was \$1,161,907, down \$57,272 or 4.7 percent below the \$1,219,179 collected during December, 1971. East Bay revenue was \$615,556, down \$30,733 or 4.8 percent below the \$646,289 dropped into fare boxes a year ago. Transbay revenue of \$546,351 was down \$26,539 or 4.6 percent below the \$572,890 collected last year.

Commute book sales totaled \$235,801, down \$15,279 from sales of \$251,080 during the same month a year ago—a drop of 6.1 percent.

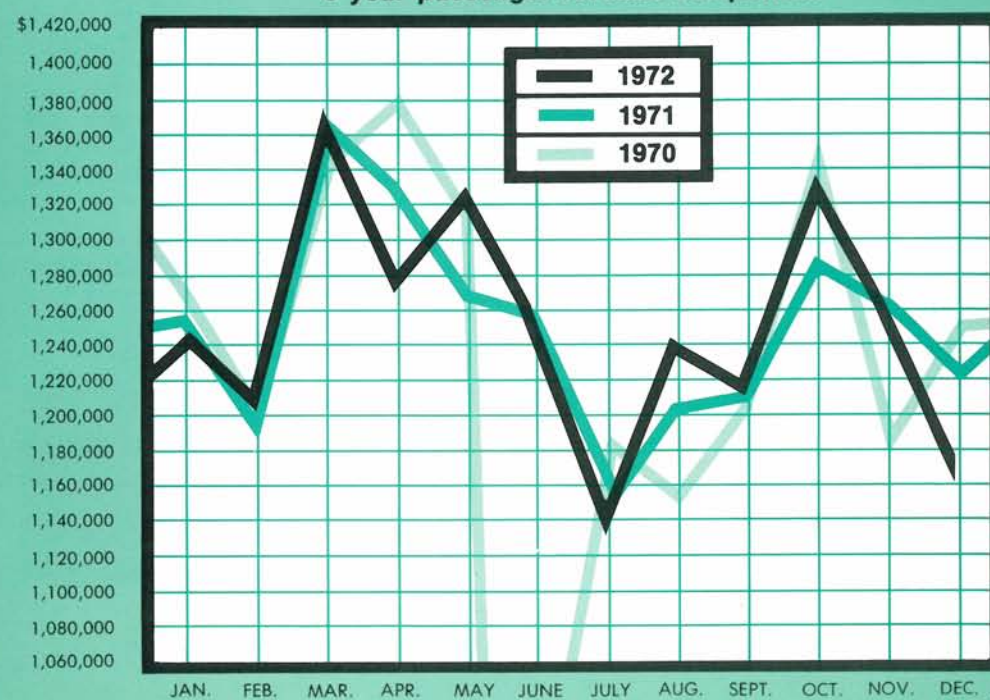
AC Transit buses carried 3,918,701 passengers during December, down 186,638 or 4.5 percent below the 4,105,339 carried during the month of December, 1971. East Bay buses carried 2,811,771 riders, down 129,540 or 4.4 percent below the 2,941,311 who rode during December, 1971. On transbay lines, patronage for the month totaled 1,106,930, down 57,098, or 4.9 percent below the December, 1971, figure of 1,164,028.

Nationally, the transit industry indicated a decrease in revenue passengers of 7.87 percent.

Operating costs during December were \$2,082,476, up \$154,069 or 8.0 percent above year-ago expenses of \$1,928,407. The system operated 2,087,217 miles of service, a decrease of 74,077 miles or 3.4 percent below the December, 1971, mileage of 2,161,294.

Total income of \$2,304,118 left a deficit of \$47,709 in meeting full bond debt requirements and operating costs.

3 year passenger revenue comparison



Actions of the Board

At an adjourned regular meeting January 24, the Board of Directors:

- Awarded contract for 55 45-passenger diesel motor coaches to General Motors Corp., on motion of Director McDonnell.

- Continued Line 33/33R on a limited basis for a 30-day period, with a possible additional 30-day extension after review of experience of first 30-day period, on motion of Director Rinehart.

- Authorized Board members to attend Dial-a-Ride Inaugural at La Habra, on motion of Director Copeland.

- Rerouted Line 94 to serve Berkeley and North Berkeley BART stations, concurrent with start of Golden Gate Fields race season, on motion of Director McConnell. (See story, this page)

- Increased contributions to union pension plan to 5.1 percent of gross payroll of union employees for one-year period commencing July 1, 1973, on motion of Director Rinehart.

- Authorized execution of new lease for office space in Latham Square Building for period of four years at rate of 33.92 cents per square foot, with option for additional two years at 35.67 cents per square foot, on motion of Director Nakadegawa.

- Authorized Board members to attend ITTE course on transit planning in Berkeley, on motion of Director Nakadegawa.

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At a regular meeting February 14, the Board of Directors:

- Authorized sale of 15 older buses at

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\$1900 each to Santa Clara County Transit District, and sale of nine older buses at not less than \$1750 on the open market, on motion of Director Rinehart.

Rail-bus service offered to Golden Gate Fields race fans

With the opening of the Golden Gate Fields Spring 1973 racing season this month, race fans have direct service to the Albany track via AC Transit and BART.

Race Track Special Line 94 operates from BART/North Berkeley to grandstand entrances, or fans can board Line 94 in Berkeley along the route starting from Center St. and Shattuck Ave.

BULK RATE
U. S. Postage

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