

Vol. 17 No. 1

July 1974

# Transit-Times



## Articulated buses to be tested



## Our 'Stockholders' Write



I came home yesterday on an 18-A bus from 20th and Franklin in Oakland. Your driver, C. W. Dunn, was most concerned in helping a blind man get off the bus and making sure someone assisted him across the street to a bench. We all went away happy—and so very pleased.

Mrs. P. C. Pederson  
Oakland

\* \* \*

Each and every person I've spoken to at AC Transit Information has impressed me with their courtesy and helpfulness. I would especially like to thank Operator 19 (Rosalie Moore). She gave me the information I needed but failed to ask for. I know that, especially now, your people must be very busy, but they have a way of making me feel I'm the only person who matters.

Evelyn Kennedy

\* \* \*

R. W. White has a cheerful or humorous word for everyone. Some people look pretty glum when they get on his bus, but they're smiling when they leave. Great way to start the day...

Flora Chodan  
Berkeley

\* \* \*

There have been increasingly larger numbers of people taking the "S" bus in the mornings and by the time the bus reaches my stop (Paseo Grande

and Paseo Largavista), it is crowded and many patrons have to stand.

This is the rule and not the exception on most of the buses since the ones prior are also filled to capacity quite often by the time they reach my stop...

An extra bus would fit quite nicely between the 7:09 and the 7:18 bus, since there's quite a wait there.

Mrs. E. R. Nikkola  
San Lorenzo

*(Checks indicated an adjustment was in order. An additional trip and a six-minute interval between buses now is being provided in morning commute hours.—Ed.)*

\* \* \*

Having grown up in suburban California, I have always considered a car a vital organ until the recent gas crunch. Living on the 7 line has made it possible for me and my wife to cut our automobile usage drastically...

In a time when everything else in our society seems to be falling apart, it's really nice to have a courteous, dependable, clean transit system. Keep up the good work!

Looking forward to extension of Line 7 service to Sunday and night buses and more frequent daytime runs.

Daniel L. Peletz  
Berkeley

*(Thanks for kind words. At present limited night and Sunday patronage on Line 7 makes it economically unfeasible to further extend service, but we are keeping it in mind in further transit planning.—Ed.)*

## Riders may have chance To test two new articulated buses

Bus riders, hopefully, will have a chance soon to decide how they like European-made articulated buses — the long kind which are hinged in the middle to go around corners.

Two double buses, one a Swedish-made and one of German manufacture, are expected to be tested sometime this Fall, after the current drivers' strike ends.

The Swedish bus is due to arrive first for a two-week test, followed by the German bus for a similar test.

Both buses will be used on East Bay and transbay lines with passengers

**THE COVER—The two articulated buses scheduled for testing by AC Transit are, top, the M.A.N. bus and, below, the Volvo version.**

asked for their reactions.

Rider opinion will play an important part in the District's plans to buy, initially, 30 articulated buses for use on heavily patronized lines. Estimates of future needs call for acquisition of up to 156 of the articulated units.

"We will be able to test public opinion and, at the same time, see how articulated buses perform on different East Bay streets, including hilly terrain," General Manager Alan L. Bingham said.

Opinions of bus drivers and maintenance personnel also will be recorded.

The first bus to be tested is a diesel-powered vehicle built by Volvo for Stockholm's transit network. It is scheduled to arrive at the Emeryville Division yard this Fall for two weeks of service.

The Volvo bus was obtained by Seattle's Metro Transit for testing on several West Coast transit properties.

In addition to the testing by AC Transit, the coach has been scheduled

for tests by Golden Gate Transit and Southern California Rapid Transit.

The red and grey Volvo bus is 60 feet long and seats 75 people. It turns on a 'shorter radius than does a 40 foot coach, and bends around corners without a bobble.

The second bus to be tested was built by Maschinenfabrik Augsburg Nurnberg (M.A.N.) of Munich, West Germany. It is 54 feet long, has a 63-seat capacity and is light yellow with red stripes.

Members of the "Superbus" Project, formed to develop a bus with substantially larger passenger carrying capacity, include: New York City Transit Authority, City of Chicago, Port Authority of Allegheny County in Pittsburgh, Pa., Southeastern Michigan Transportation Authority in Detroit, Dallas Transit System, Southern California Rapid Transit District in Los Angeles, the Seattle Metro and AC Transit.

AC Transit's successful experimentation with its 77-passenger articulated bus, the Freeway Train, acted as a springboard for a nation-wide investigation into use of high capacity buses — both articulated and double deckers.

### Eight years experience

Since March, 1966, AC Transit has operated the only modern double bus in urban transit in the United States and has had considerable experience with its articulated bus on transbay lines.

Along with increasing operating efficiency, the Superbus Project has objectives of providing more seats for passengers and eliminating standee problems. A high capacity bus also can reduce boarding time through use of a wide front door which allows customers to board while passengers are leaving, Bingham said.



## Highest paid drivers

# Strike shuts down AC Transit

AC Transit bus drivers had the highest hourly wage rate in the nation when Division 192, Amalgamated Transit Union, took members out on strike June 30.

At \$6.62 per hour, District bus drivers topped the ten highest paid coach operators in the nation.

As of July 1, Chicago Transit Authority was in second place of "highest paid" with bus operator hourly earnings of \$6.53½. New York Transit Authority, traditionally one of the highest in operator pay, has a driver wage of \$6.22½ per hour and is fifth on the list.

San Francisco Municipal Railway operators were at \$5.87¼ per hour, subject to adjustments retroactive to July 1. While their new pay rate had not been finalized, San Francisco expected to follow the rate of New York

Transit — \$6.22½ an hour.

Drivers for Golden Gate Transit were being paid \$5.80 per hour.

AC Transit made it clear it wanted its employees to go back to work, either while negotiations continued, or while all issues were submitted to final and binding arbitration.

Upon return to work, employees would receive the same amount of pay they were getting when the contract expired June 30.

For bus drivers, the pay would be \$6.62 per hour, including the full \$1.13 per hour in cost of living increases they were receiving June 30. The pay would continue until a new contract is either negotiated or arbitrated and signed.

The new contract would be retroactive to the date employees returned to work.

Very substantial issues remained

THE TEN HIGHEST PAID TRANSIT PROPERTIES IN THE UNITED STATES AS OF JULY 1, 1974



\* As of June 30.

\*\* Now in arbitration for an additional .28¢ C-o-L.

\*\*\* Subject to retroactive adjustment.

\*\*\*\* Currently in labor negotiations.

unresolved in many sections of the contract as Transit Times went to press.

"We are millions of dollars apart," Alan L. Bingham, general manager, said.

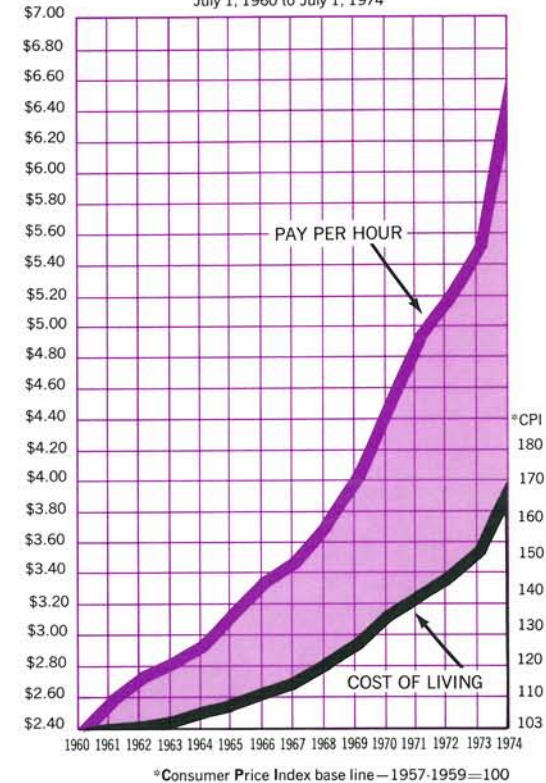
"The estimated cost of AC Transit's last written proposal to the Union would add \$16.5 million to the District deficit during a three-year period.

"The estimated cost of the Union's last written proposal to AC Transit — also for a three-year period — would add \$46.7 million to the deficit," Bingham pointed out.

Translated into a property tax increase, the Union proposal would move AC Transit's present tax rate of 31.1 cents per \$100 of assessed valuation to 93 cents per \$100 in the third year of the contract.

Bingham pointed out that the District has severe financial limitations for improvements to the labor agreement and that provisions already offered to the Union just in the first year would use all of AC Transit's uncommitted cash reserves and equipment replacement funds.

BUS DRIVERS WAGES AND COST OF LIVING INDEX July 1, 1960 to July 1, 1974



## Annexation plans move ahead

Annexation of the cities of Fremont and Newark to the AC Transit District moved a step closer to reality this month when the Board of Directors approved the first reading of an ordinance setting forth the terms and conditions of the agreement.

The Board set a public hearing for August 14 when they will consider calling an election to be held November 5 for voter approval within the two communities. The ballot proposition would require a simple majority for annexation.

Under the proposed annexation agreement, Fremont and Newark would form a separate district from the current AC Transit area. A maximum property tax rate of 33 cents per \$100 assessed valuation to cover operations

in Fremont and Newark also will be before voters of the two cities on November 5. AC Transit's present area will continue to operate separately under the consolidated tax rate of 31.1 cents per \$100.

The remaining Southern Alameda County city, Union City, also has expressed its intention of placing a similar tax rate proposal before its voters; however, an annexation plan will not be included. Bus services from the Fremont-Newark area will be dovetailed into Union City's system under current plans.

The Fremont-Newark system will provide bus services to schools, shopping centers, BART stations, offices and other activity centers for more than 150,000 residents of the area.



## What the Editors are saying about transit

### Examiner Editorial Page

# The huge deficits of public transit

The disruptive strike of AC Transit bus drivers demonstrated anew both the importance and the financial fragility of the Bay Area's publicly owned transit systems.

The Bay Bridge and freeway jams resulting from the strike were traffic nightmares. The extra vehicle load thrown on downtown San Francisco streets was intolerable. So were the waste of gasoline and the increased vehicular smog levels.

AC Transit resisted its drivers' wage and benefit demands because the system's financial situation is desperate, with a \$4.5 million uncovered deficit looming this year even before the new wage settlement. It must raise fares, cut services or find a new source of subsidies.

All public transit systems in the Bay Area are in the same bind. The operating deficit of San Francisco's Municipal Railway will be around \$35 million this year. BART's operating deficit is put at \$12.3 million. Golden Gate Transit will lose \$5 million. The new Santa Clara Transit cannot possibly break even.

The Metropolitan Transportation Commission (MTC) recently forecast aggregate operating deficits for the five systems over the next five years of \$421.6 million. That sum is \$177.6

million more than is now in sight from all sources.

Because of high labor and fuel costs, the systems can't possibly cut their losses at current fares. Nor can they raise fares without losing riders. Service cutbacks would only compound their problems and throw more private cars on city streets. New subsidies are the only answer.

Several bills are pending in Congress that would provide operating subsidies. But their fate cannot be predicted, nor the amount of money they might provide. The Bay Area can neither wait for nor rely upon such a federal rescue.

A recent MTC staff report said that only the California Legislature can meet this problem. We agree entirely.

The legislature is considering an extension of the BART one-half cent sales tax to deal with BART's deficit. BART may not need the full half-cent. If not, part of it should go to Muni and AC Transit. The legislature should also consider the MTC staff suggestion that the half-cent tax be extended to Marin, Sonoma, Santa Clara and perhaps other Bay Area counties.

The problem is clearly defined. So is the legislature's responsibility. If it fails to act, it will hasten the day of a transportation crisis.

REMINDERS—  
Colorful decals,  
reminding pass-  
engers that smok-  
ing, eating and  
radio playing is  
not allowed on  
buses, have been  
pasted inside all  
coaches.



SMOKING



CONSUMING FOOD OR BEVERAGES



RADIOS Sh-h-h-h

## Door-to-door transit study planned

A door-to-door study to find out what type of transit service a community needs to successfully attract residents from cars is being launched by AC Transit.

El Sobrante, in western Contra Costa County, has been chosen as the pilot area for the study because of difficult terrain, scattered housing, locations of schools and business centers.

The District's Board of Directors this month approved a Joint Exercise of Powers Agreement between AC Transit and the Metropolitan Transportation Commission, to get the test underway.

Two thirds of the cost will be paid by the Federal government but the Board authorized \$8,280 in cash or creditable services as the District's share of project costs, estimated to total \$24,840.

The project, which will require six months, will stress 100 percent coverage of households, businesses and community representatives within

El Sobrante.

Questionnaires will be designed to determine what kinds of trips are made by each person, their frequency, the transportation modes used, times of day involved, origins and destinations.

Residents will be asked about their desires for transit services for work, shopping, school or other purposes; what connections are sought to BART stations — and which stations — also will be included in the survey.

From the results will come recommendations for service improvements, both in El Sobrante and in other areas.

## AC Transit buses popular With horse racing fans

One of every six horse racing fans who attended the spring races at Golden Gate Fields in Albany rode to and from the track aboard an AC Transit bus.

The spring meet attracted 800,510 fans, 137,278 of whom were bus passengers.

Revenue from these special runs totaled slightly more than \$200,000, up \$17,000 from the \$183,000 earned during the 1973 racing season.



**TOURS STILL SCHEDULED**—With the end of the bus drivers' strike, AC Transit Summer Fun Tours will be resumed and extended into the fall. Hostess Leahanna Woo will be one of the young ladies greeting passengers.





Charles C. Adams  
Transportation  
Emeryville



C. P. Bieneman  
Maintenance  
Emeryville



Tyrone Bowman  
Transportation  
Emeryville



David J. Carter  
Transportation  
Richmond



Peggy A. Chambers  
Transportation  
Seminary



David W. Duemling  
Transportation  
Richmond



John M. Edwards  
Transportation  
Seminary



Charles J. Ferrell  
Transportation  
Seminary



Timothy J. Ford  
Transportation  
Richmond



Caesar Johnson  
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Seminary



Michael E. Kain  
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Benedict Kucala  
Transportation  
Emeryville



Leon Maxwell  
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Benjamin McCoy  
Transportation  
Richmond



Leonard D. Morrow  
Transportation  
Richmond



Leonard C. Nunes  
Transportation  
Emeryville



Robert J. Parker  
Transportation  
Richmond



Lawrence A. Pedro  
Transportation  
Seminary

# NEW EMPLOYEES

AC Transit welcomed  
these new workers in  
April, May and June



James T. Christie  
Transportation  
Emeryville



G. Crutchfield  
Transportation  
Emeryville



Inge Dietrich  
Transportation  
Richmond



Loyd E. Downey  
Transportation  
Seminary



Hezzie L. Gee  
Transportation  
Richmond



Alvin E. House  
Transportation  
Richmond



Ronald B. James  
Maintenance  
Seminary



Andrew L. Jefferies  
Transportation  
Emeryville



Anthony Johnson III  
Transportation  
Seminary



Kenneth D. McKim  
Transportation  
Seminary



Elizabeth McMillan  
Transportation  
Emeryville



Hardy Moore  
Transportation  
Richmond



Charles Morgan  
Transportation  
Richmond



Johnny "OJ" Porter  
Transportation  
Richmond



David E. Rettig  
Transportation  
Emeryville



John H. Thomas  
Transportation  
Emeryville



Frederick F. Trott  
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Cratry Vaughn  
Transportation  
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Francis W. Wells  
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Seminary



Eugene A. White  
Transportation  
Seminary



Vernon E. Williams  
Transportation  
Emeryville



## Two employees, four pensioners die

Two District employees and four pensioners, all with long transit careers during earlier years, died recently.

**Thomas A. Pratt**, a 54-year-old driver, succumbed to cancer on May 30. A 31-year veteran, Pratt is survived by his widow, Grace, of Hayward.

**John E. Williams**, a mechanic, died at his Fremont home May 16, following a heart attack. Williams, 45, began his transit career in 1953. He is survived by his widow, Carmen, a daughter, Esther, and a son, John Jr.

**William E. Johnson**, a 29-year veteran with Key System, AC Transit's predecessor company, died May 9 in Saratoga at the age of 91. A bus driver at the time of his retirement in 1954, Johnson is survived by his widow, Leona, and a son, William.

**Axel E. Lindsten**, who worked in East Bay public transit from 1911 until his retirement in 1955, died May 27 at the age of 85. A former storekeeper at Emeryville Division, Lindsten is survived by his widow, Mary.

**William G. Palikaris** of Pleasant Hill died June 3 at the age of 84. Palikaris' career spanned the period from Nov.

11, 1928, until his retirement on Feb. 1, 1956. Records do not indicate any surviving family.

**Rowland H. Smith**, who worked in East Bay transit from June 4, 1923, to July 1, 1958, died May 27 at the age of 85. Smith, who lived in Oakland, is survived by a sister-in-law, Thelma Nielsen.

### Safe driving goal topped By all divisions during May

All three AC Transit operating divisions topped their safe-driving goal of 13,250 miles per accident during May.

Richmond Division ran its string to five months in a row with a mark of 13,376 during the month.

Emeryville Division drivers had the best record in May — 18,938 safe-driving miles per accident. They had bettered the goal in April, as well.

Seminary Division scored 14,896 miles during May. It was the third straight month that drivers from this division exceeded the goal.

Whenever drivers at any division top the monthly goal, AC Transit provides free coffee and doughnuts.

### Passenger to employee Ratio shows a gain

An increase in the number of passengers carried by AC Transit has led to an improvement in the District's passenger to employee ratio.

During 1973, the District averaged 1663 employees and carried 52,106,576 revenue passengers, resulting in a passenger to employee ratio of 31.333 to one.

During the previous year, a total of 50,559,506 passengers were carried by an employee force averaging 1620. The ratio that year was 31,210 revenue passengers for each person on the job.

### Drivers continue to aid police Through two-way radio net

Because they are on city streets where crimes and accidents occur, and because of two-way radios aboard the buses, AC Transit drivers have been cooperating with the Oakland Police Department in a program of using the radios to report crimes and accidents.

Under the program, called Radio Alert, drivers report what they see to the District's Central Dispatch office which, in turn, notifies police.

According to police records, bus drivers recently reported three burglaries in progress, two robberies, a fight, a man firing a gun on a city street and the description of a hit-and-run car.

3 year passenger revenue comparison



## May figures show continued upswing

Revenue and patronage figures for May showed gains in all categories, the fourteenth straight month of a continued upward trend, with the most impressive gain being in commute book sales. Those sales jumped 16.4 percent, compared to May, 1973. Total sales were \$344,897, up \$48,588 from commute book sales of \$296,309 during the same month a year ago.

Total passenger revenue for May was \$1,510,716, up \$142,596 or 10.4 percent above the \$1,368,120 collected during May, 1973. East Bay revenue was \$739,724, up \$52,819 or 7.7 percent above the \$686,905 dropped into fare boxes a year ago. Transbay revenue of \$770,992 was up \$89,777 or 13.2 percent above the \$681,215 collected last year.

AC Transit buses carried 5,108,944 passengers during May, up 423,056 or 9.0 percent above the 4,685,888 carried during the month of May, 1973. East Bay buses carried 3,543,355 riders, up 240,786 or 7.3 percent above the 3,302,569 who rode during May, 1973. On transbay lines, patronage for the month totaled 1,565,589, up 182,270 or 13.2 percent above the May, 1973, figure of 1,383,319.

Nationally, the transit industry indicated an increase in revenue passengers of 6.02 percent.

Operating costs during May were \$2,877,010, up \$513,747 or 21.7 percent above year-ago expenses of \$2,363,263. The system operated 2,420,620 miles of service during May, an increase of 127,305 miles or 5.6 percent above the May, 1973, mileage of 2,293,315.

Total income of \$2,923,150 left a deficit of \$183,994 in meeting full bond debt requirements and operating costs.



# Actions of the Board

At an adjourned regular meeting June 26, the Board of Directors:

- Authorized General Manager to enter into an agreement with the State of California to obtain funding up to \$7,500 for testing two articulated buses, on motion of Director Rinehart.

- Agreed to seek cooperation and assistance of appropriate government officials of Alameda and Contra Costa counties, Boards of Supervisors and Mayors of cities served by AC Transit in aiding public transit by allocating portions of General Revenue Sharing Funds for mass transit purposes, on motion of Director Nakadegawa.

- Authorized extension of AC Transit-BART Joint Transfer Agreement to June 30, 1975, on motion of Director Copeland.

- Established advertising budget of \$220,000 for fiscal year 1974-75 and approved inclusion of that amount in the 1974-75 operating estimate, on motion of Director McDonnell.

- Increased pension plan contribution from 5.1 to 6.32 percent of gross payroll for fiscal year 1974-75, on motion of Director Rinehart.

- Approved reroutings of Line 88—11th St. and Line T—Oakland-Treasure Island, on motion of Director Berk.

- Authorized leasing of property adjacent to Emeryville Division and expenditure of approximately \$5,000 to install security fencing, on motion of Director McDonnell.

- Authorized leasing of 2.5 acres of additional bus storage space at Seminary Division for two years with an option to renew for two years, provided that UMTA grants funds for improvement of property, on motion of

## Transit-Times

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Joseph McCord, Editor

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Director Nakadegawa.

At adjourned regular meetings of June 28 and 30, July 3 and 10, the Board of Directors adjourned to executive sessions to consult with District representatives participating in labor negotiations in order to review the District's position and to instruct the representatives.

At an adjourned regular meeting July 15, the Board of Directors:

- Adopted ordinance setting terms and conditions of an agreement for the annexation of the City of Fremont to the District, on motion of Director Berk.

- Adopted ordinance setting terms and conditions of an agreement for the annexation of the City of Newark to the District, on motion of Director Berk.

AC Transit

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