



transit-times

For the Good of Your Community

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OAKLAND, DECEMBER 1960



New coaches roll off assembly lines

First of Luxury 'Transit Liners' Enter Transbay Service on Christmas Day

The first of 250 new streamlined "Transit Liners" were scheduled to go into service between East Bay cities and San Francisco on Christmas Day.

Forty of the new ultramodern motor coaches will be in service by the end of the year. All of the coaches will be delivered from the manufacturer and placed into service on East Bay lines by next April.

With the initial delivery of 40 buses, all transbay service during the middle of the day will be operated with the new "Transit Liners."

The fleet of new buses, built at a cost

of \$7,700,000, will contain latest features in motor coach design, including air conditioning, bright modern interiors, fluorescent lighting, wide deep-cushion seats, air-ride suspension and large "picture" windows.

One-half of the new buses, totaling 125 coaches, were ordered specially for East Bay express and transbay lines and will be air-conditioned and, for transbay lines, equipped with soft high-back seats.

A colorful Travelcade of Progress also was scheduled by the district Dec. 22 to herald arrival of the new motor coach fleet.

(Continued on Page 2)

Directors Adopt Policy Against Smoking on District Buses, Order Tighter Enforcement

The long time ban against smoking on buses will remain in effect under AC Transit operations, according to a recent decision of the district's board of directors.

A possible exception was seen, however, on the new air-conditioned "Transit Liners," due to begin arriving from the factory late this month.

Smoking may be allowed on the new buses, if air-conditioning equipment completely prevents any offense to other non-smoking riders.

The board ordered a step-up in enforcement of the non-smoking regulation, though rules prohibiting smoking were continued by the district when it took over from Key System Transit Lines. In fact, Key equipment already carries "no

smoking" signs.

Drivers will be thoroughly instructed, however, to call the regulation to the attention of any smokers and to ask them in a courteous manner to extinguish cigarettes, pipes or cigars.

Drivers will not, however, ask violators to leave the bus. Robert E. Nisbet, attorney for the district, told the board that drivers have no police powers that would legally entitle them to force off the bus those who refused to comply with non-smoking rules.

Along with adhering to the no-smoking ban, the district is following all other safety practices required of privately owned transit companies by the State Public Utilities Commission, General Manager John R. Worthington reported.

Service Expanded to Meet Rider Increase

Commuter service was expanded on four transbay lines this month to accommodate increased patronage.

The improvements, a forerunner of extensive schedule changes planned in the near future, provided more frequent serv-

ice to San Francisco for commuters in East Oakland, the Hayward area, Albany, Berkeley and Kensington.

An additional schedule was added to the evening express trips on Line G serving Albany from the Transbay Transit Terminal in San Francisco.

On the Sacramento St. H-Line, the bus departing the terminal at 4:50 p.m. was extended into Kensington along Arlington Ave., to Tulare and Barrett Aves.

Morning rush hour service on Line N between Seminary Ave. and San Francisco was improved by increasing the number of local buses from 11 to 12.

Service also was expanded on Line R serving the Hayward area. An additional schedule was added to the special express route operating via Davis St. in San Leandro. The improvement increased the number of buses on this route from 11 to 12.

40 New Buses will be In Service by New Years

(Continued from Page 1)

The parade included all forms of East Bay public transportation since the days of the horse and cable cars nearly 100 years ago.

In addition to the parade, the new buses were stationed throughout the East Bay area for public inspection prior to entering regular service Dec. 25.

District engineers have estimated that the new equipment, plus new and expanded service, will increase transit patronage by at least 3 per cent a year.



SOMETHING NEW—Nick P. Alevizos, transportation superintendent of Division 3 and traditional Santa Claus, shows (left to right) Cindy Charles, 3, Kathy Barton, 5, and Charles Barton, 3, models of what East Bay riders can expect for Christmas—the first of 250 new "Transit Liners" ordered by AC Transit.

New Buses Fill Santa's Pack in Richmond

Santa Claus will go streamlined—and air-conditioned—in the Richmond area this year as Nick P. Alevizos, AC Transit's traditional St. Nick, adds new buses to his more usual pack of goodies.

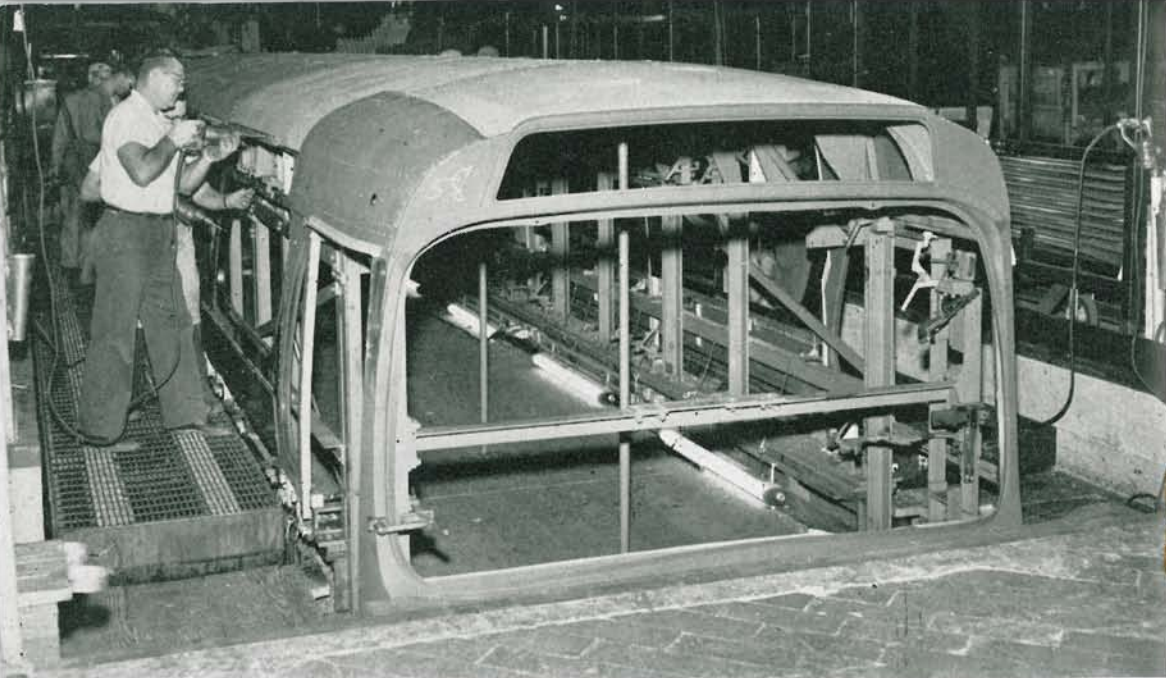
Alevizos, superintendent of Division 3, has been playing Santa Claus for 30 years, but this will be the first time he can add a fleet of new "Transit Liners" for service on Christmas Day.

The new buses, which first will go into service on the district's transbay lines, will be included by Nick in his community Santa Claus activities. He plans to lead a parade of new equipment in his decorated Santa car and also will have a bus on exhibit at a downtown location.

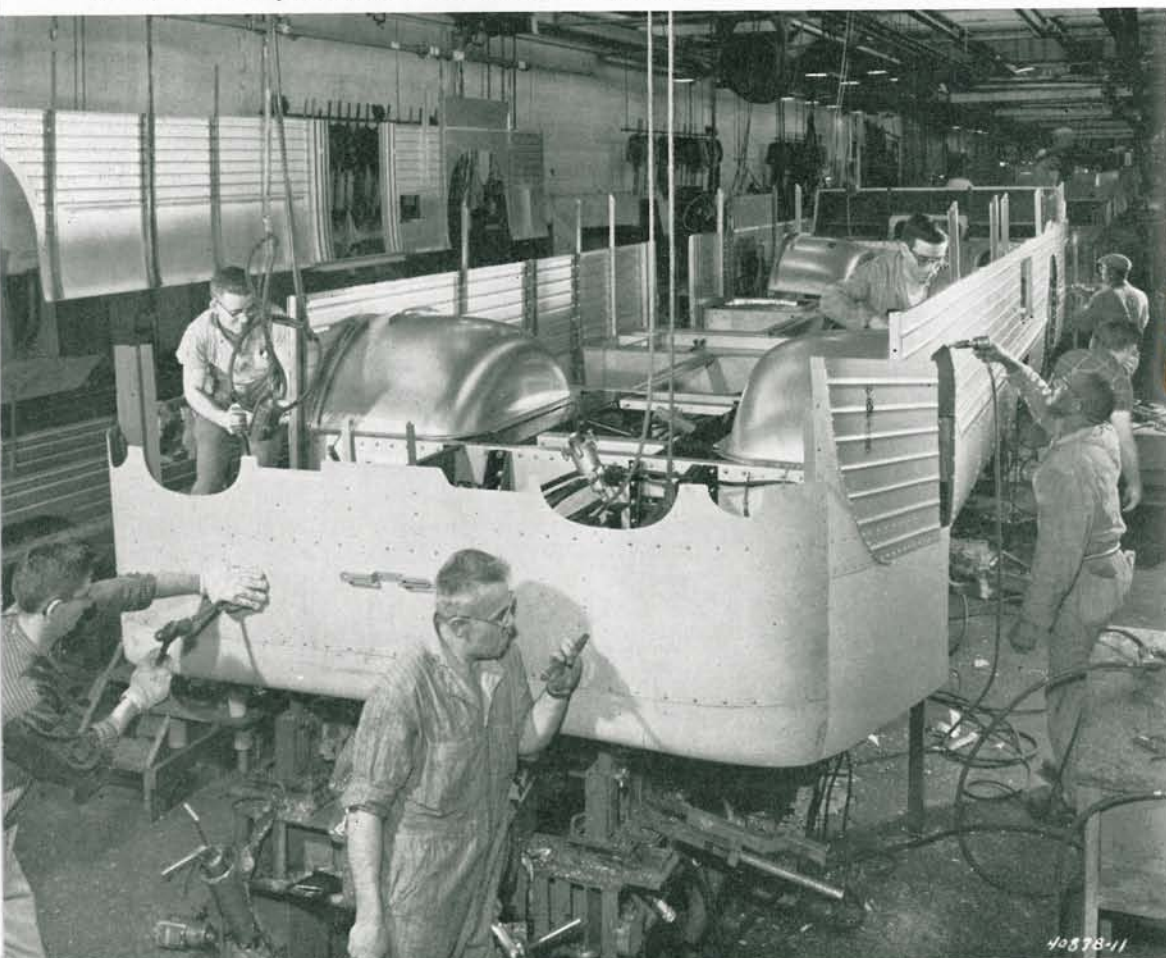
Right next to showing off new buses, Nick enjoys playing Santa for the youngsters and it is a rare day during the Christmas season that doesn't find him in red suit and whiskers.

Nick started his Santa activities for the Shrine, portraying St. Nick at the Christmas celebrations for crippled children. They loved him and he's been St. Nick ever since, and just about as busy, too, as the real thing.

This year, for the thirteenth time, he was Santa at the annual Christmas luncheon of the Richmond Kiwanis Club. All in one day, he made two appearances at the Ford school, took the traditional St. Nick role at the Division Christmas party.



NEW BUSES—Photos show part of assembly line operation at Pontiac, Mich. where 250 new "Transit Liner" motor coaches are being manufactured by General Motors Corporation for AC Transit. Final riveting of roof section is shown in upper photo while, in lower photo, workmen are shown moving front body section into place.



A Christmas Greeting

Season's Greetings!

The cooperative and enthusiastic spirit shown by everyone during our formative operating period has been most pleasing. We know from personal observation that it will continue and that we have been able to form a team that will make ours the best.

May I extend to you and yours, not only for myself, but for our Board of Directors and Executive Staff, best wishes for a joyous holiday season.

Sincerely,

J. R. Wadsworth
GENERAL MANAGER

Operators Cautioned on Winter Driving

AC Transit bus operators were reminded this month by Safety Engineer Gordon G. Wadsworth to "winterize" their operating practices.

Wadsworth, in a bulletin to operating personnel, noted that "wet streets require more distance to stop, more caution is required when approaching intersections and, above all, a safe following distance must be maintained.

Past experience has shown that although operators are familiar with safe driving practices, a reminder about certain conditions, such as wet weather, helps to prevent accidents, Wadsworth said.

Other drivers on the streets and highways not only have the same problem of reduced visibility, but may not be observing "defensive driving practices,"

Wadsworth explained. He urged drivers to operate as if they expected the other driver to make a "quick stop, beat the signal, cut in, or follow some other hazardous driving procedure."

Transit Board Approves New Contract with IBEW

A contract with the International Brotherhood of Electrical Workers, Local 1245, was approved this month by the AC Transit Board of Directors.

The re-negotiated agreement will become effective Jan. 1, 1961. The agreement provides for percentage wage increases and other benefits matching terms of the contract recently negotiated with Division 192 of the Carmen's Union.

History on the Move

Working Timetables for First Key Route Service Given District by Walter Oeding

By Virginia Dennison

Some rare souvenirs of the past—the first four working time tables of the old Key Route—were turned over to AC Transit this month by Walter J. Oeding, a transit veteran in his own right.

Oeding, executive secretary to General Manager John R. Worthington, started with Key System 29 years ago and has since logged considerable time and experience in posts ranging from information clerk to executive secretary.

The time tables, collected by his father, the late Frank J. Oeding, include the first working schedule of the San Francisco, Oakland and San Jose Railway, which inaugurated transbay rail and ferry service between Berkeley and San Francisco on Oct. 26, 1903.

The success of the Key Route, as it soon was called, can be gauged by the rapidity with which the time tables grew. The first schedule provided for hourly trips. Twelve days later, trains were running every 30 minutes. By the time the Key Route was a month old, service was on a 20 minute basis.

Oeding senior, bounced across the bay by the San Francisco earthquake, went to work for the railway in 1907 and in his 37 years with Key System, moved from conductor to supervisor and chief instructor before his death in 1944.

The schedules, kept by him as a nostalgic symbol of early transit days, are now so rare they may be the only ones in existence. They are being featured at a historical transit exhibit this month at the main Oakland Library.

The Oedings can tally up an impressive father-son working record of 66 years, compared to the nearly 60 years of



Walter J. Oeding

showing yellowed timetable

consecutive service tallied by James P. Potter, first superintendent of the San Francisco, Oakland and San Jose, and his son, D. J. Potter, general superintendent of transportation for AC Transit.

The younger Oeding also can claim a record number of interests. He's a student of archeology, a collector of unusual pets, including a South American monkey and—in the past—skunks and Siamese fighting fish—and an expert at color photography.

He also is a tinkerer at electronics and an enthusiast about fire arms—Civil War variety.

State Plan Threatens Transbay Service

A State proposal to move a portion of Greyhound Lines' commute service into the Transbay Transit Terminal in San Francisco was under study this month by the transit district board of directors.

General Manager John R. Worthington, in a preliminary report to the board, stated the move could "seriously" hamper East Bay commuter service.

Some 26,000 passengers are transported each day between East Bay cities and San Francisco, Worthington said, and in his opinion there is insufficient room in the terminal to accommodate both East Bay commuters and Greyhound's commuters to Marin County.

"That terminal was built for transbay passengers and it can't handle the Marin County load," he said.

Worthington said the district had been

informed of the plan by Norman C. Raab, chief of the division of bay toll crossings which runs the terminal for the State Department of Public Works.

The terminal was built originally for use by transbay trains, and was converted for bus use as part of the Bay Bridge remodeling program still in progress.

Since the remodeling, Greyhound's commuter buses to Central Contra Costa County use the terminal jointly with AC Transit coaches.

Worthington noted that San Francisco Mayor George Christopher has urged that the Greyhound service be moved from the Ferry Building to the terminal.

The transit district currently is paying the State approximately \$300,000 a year for use of the bridge, terminal and bus parking space.

Rules Relaxed on 10-Cent School Fare

School students under 18 can now ride AC Transit buses any time on school days for 10 cents, under a new service improvement inaugurated this month.

Previously, the special school fare applied only between the hours of 6:30 a.m. and 5:30 p.m. and, for night school students, between 6:30 and 9:30 p.m.

By eliminating time restrictions, students may participate in after school events and other activities without being penalized by a time deadline.

Older youngsters now get the same advantages on school days of the low fare paid by children under 13 years of age. The improvement is another step in the district's plan to operate transit service at the greatest possible convenience to the public.

Students are entitled to the 10 cent fare after showing bus drivers either an identification card issued by their school or a regular school student body card.

New Transbay Service Extended into Alameda South Shore Community

The first of several service improvements planned for Alameda was inaugurated this month with extension of new transbay commuter service into the South Shore residential development.

The new service, operating at peak hours Monday through Friday, provides residents of the South Shore area for the first time with a direct link to San Francisco.

The new route is an extension of Line W from its former terminus on Encinal Ave. at Walnut Street, along Encinal to Park St., via Park to Otis Dr., and then west on Otis to Willow St., looping via Willow, Shore Line Dr., Grand St. and back to Otis.

South Shore residents were informed of the new service by a personal call from the district's special customer representative, Ann Castle, who gave each householder a time table and map of the new service.

ACTIONS OF THE BOARD

At an adjourned regular meeting November 29, 1960, the Board of Directors:

- Adopted policy to continue ban against smoking on district buses, and instructed the General Manager to so inform bus operators, on motion of Director Copeland.

* * *

At the regular meeting December 7, 1960, the Board of Directors:

- Received a report from the General Manager on a proposal of the State to move the Marin County commuter service of Greyhound Lines into the Transbay Transit Terminal, and scheduled a meeting for December 20 to further consider the matter.

- Received a progress report from the General Manager that 16 of the buses purchased from Key System Transit Lines have been refurbished and repainted to date.

- Approved a contract with Local

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1245, International Brotherhood of Electrical Workers, similar in terms to a contract recently negotiated with Division 192, Carmen's Union, on motion of Director Copeland.

Los Angeles Transit Fares Raised to 25 Cents

The Los Angeles Metropolitan Transit Authority announced this month it will raise local fares from 20 to 25 cents commencing the first of the year.

Tokens, currently sold at the rate of

five for \$1, will be increased to two for 45 cents.

The fare increase was approved by the MTA board of directors following the recent settlement of a new labor contract.

TRANSIT TIMES

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