Prominent Transportation Leader Appointed to Board of Directors

E. Guy Warren, Hayward trucking executive and a leader in transportation development, has been named to the AC Transit board of directors to fill out the unexpired term of Paul E. Deadrich, who resigned.

Board President William J. Bettencourt, in announcing Warren's selection, praised him as a civic leader of "high integrity who comes to the district well regarded. He is held in high esteem not only in southern Alameda County, but in the entire bay area."

Warren is an "outstanding citizen" and the transit board is fortunate in having him as a member, Bettencourt said.

The new director was sworn into office in brief ceremonies before Superior Judge Allen G. Norris and took part in his first board meeting this month.

He has been appointed by Bettencourt to take Deadrich's place on the Project Development Committee and the Personnel and Public Relations Committee.

Transit Veteran

Interested in transit for 10 years, Warren was instrumental in formation of the Alameda-Contra Costa Transit District and in passage of the $16,500,000 bond issue which put the district in business last October.

The new director is owner of the Warren Transportation Co., and has a long and active record in community endeavors, particularly in the field of education. He is credited with an important part in bringing the new Alameda County State College to the Hayward area and presently is chairman of the college advisory board.

It was because of his privately financed engineering studies that the state accepted the Hauschildt Ranch site for the college, an accomplishment which won a special award for Warren from the American Trucking Association.

Civic Leader

Warren is a long time member of the Hayward High School district board, and past president and director of the Hayward Chamber of Commerce and Rotary Club. He also is past president of the California Trucking Association.

A native of Alameda County, Warren is a member of a pioneer family that settled here in 1852. Along with his trucking business and civic activities, he operates a livestock ranch at his home, 17031 Cull Canyon Road, Hayward.

As district director, he represents Ward V, including Hayward, Castro Valley, San Lorenzo and portions of San Leandro.
Healthy Balance Seen For First Year

AC Transit will start a new fiscal year on July 1 with a healthy balance sheet and a carry-over operating net of $774,883. The figure includes nine months of actual operations since taking over from Key System Transit Lines.

Estimates on how the district will end its first fiscal period and tentative figures on what might be expected in the next year, were presented by the general manager to the board's finance committee for discussion, as preparatory to presentation of a preliminary budget later this month.

Final adoption is expected at the board meeting on July 12.

Educators Indicate Bus Cooperation

The complex and costly problem of obtaining a high-level, full board meeting that would be necessary to leave, would have students riding AC Transit buses at a 10 cent fare, then transferring to tax-supported school buses.

At issue has been means of getting students from a nine-mile area to a school in a remote area that presently does not have, nor warrant, regular bus service. For the district to handle the entire operation, would mean purchase of additional buses and a school year cost of at least $100,000, less an estimated $40,000 in fares, Worthington said.

Board Asks Fuel Bid; Changes Meeting Date

A new fuel contract is being sought by AC Transit to see if it can cut the $40,000 annual bill for diesel and gasoline to operate its 625 motor coaches.

When the district took over from Key System Transit Lines last October, it also took over the private company's contract for fuel. With requirements now boosted to approximately 4,250,000 gallons of diesel and 500,000 gallons of gasoline annually, plus lubricants, General Manager John R. Worthington said he hoped the district might be able to do better on its contract.

At Worthington's request, the board authorized him to put the fuel requirement up for bids. Bids will be opened at the board meeting on July 12.
Efforts Stepped Up to Reduce Soaring Accident Rates; Operators Cooperate

Hard work, a new approach and good cooperation from bus operators are combining to improve an accident increase which soared to alarming and astronomical heights in February and March.

New equipment with different operating features, plus new routes and new personnel helped to send the number of accidents to a serious peak.

What to do about it became a district problem—and a problem to all employees—as General Manager John R. Worthington pointed out in a general bulletin. He asked that every effort be made to reduce the accidents to the lowest possible number.

The safety department, under Safety Engineer G. G. Wadsworth, stepped up its efforts to cut the number of accidents. Steps taken include a re-training program for all operators, particularly because of new buses, which differ in length and width, have a fast take-off and generally are more powerful and quicker-acting than the old coaches.

The program not only includes review and re-training, but explains the fundamentals of defensive driving—giving operators more technical details of professional driving and broadening the scope of their professional knowledge.

As part of the course, safe driving is demonstrated, points talked about are proven and the driver given a chance to learn by observation, as well as verbal instruction.

By the second week in June, almost 600 operators had taken the re-training at all divisions and some 325 remained to attend the course.

July 4 has been set as the target date for completion of this program and according to Wadsworth and his chief instructor, Stan Pearce, they'll hold evening classes or give the instruction any time “we can get a group together.”

A new interpretation of “accident frequency” also is being introduced, based on the number of miles traveled safely between accidents.

This method of accident computation already is used by airlines and the trucking industry and is not only easier to understand, but makes use of a “positive” approach, where the stress is on piling up a high mileage figure—safely.

Wadsworth said it was planned to give drivers a new understanding of accident rates by talking in terms of miles per accident, rather than grouping all accidents together.

He added it was his hope that the accident rate had now “turned the corner and was headed downward.” Not only are operators taking the “small extra bit of care” asked for by the General Manager in his letter, the public also is “getting educated” to push-type doors, different step heights and other changes between old buses and new equipment.

In keeping with the all-out effort to cut accidents, safety instructors have also been making personal rides with operators on their regular schedules, observing driving habits and suggesting on the spot corrections, if needed.
**What the Editors Are Saying About Transit**

**Oakland Tribune:**

**A Fine Choice**

The Alameda-Contra Costa Transit District directors could hardly have found a better man to fill the vacant post on their board than E. Guy Warren of Hayward.

Mr. Warren, already a proven administrator by virtue of his successful trucking company, also brings to the board a vast knowledge of the transit industry generally and the AC Transit District specifically.

He was instrumental in the formation of the transit district and played a vigorous role in the passage of the $16.5 million bond issue which brought the district into being.

Mr. Warren has long been one of Southern Alameda County's most active civic leaders, particularly in the field of education. As a result of his privately financed engineering study, the State accepted the study conclusion as the site for the new Alameda County State College.

We congratulate the transit board for their prudence in choosing a man so well suited to the post and extend our best wishes to Mr. Warren in his new responsibility.

**Vacation Fun List Offered to Juniors**

AC Transit hopes to solve the vacation "what to do" problem of district youngsters with a new service, a long list of places where they can go by bus for a day of fun at their own level.

The list takes care of "swimmint holes" throughout the district; listing the pools where youngsters can make like water dogs.

It also covers other "fun" places by area, ranging from Nicholl Park in Richmond to the Berkeley fishing pier; the many activities of Lakeside Park; the University of California campus as an exploratory goal; the Leona Park trout pools; free children's theatres, Snow Museum.

The free "Junior Tour Packages" are available to the public and can be obtained by calling Transit Information, OLYmpic 3-3335 or writing AC Transit, 1106 Broadway.

**Bill to Divert Bay Span Tolls Dropped**

A new bill which would have allowed revamping of the Transbay Transit Terminal for use by Marin County and peninsula buses, has been dropped by its proponent.

Sen. Eugene McAteer of San Francisco said he was dropping the measure, designed to permit conversion of part of the terminal for use as a heliport-and to allow alteration for benefit of the Marin and peninsula buses.

The attempt to divert Bay Bridge tolls, mostly paid by East Bay commuters, for the benefit of riders who pay no tolls, was met with opposition from the entire East Bay.

**Charter Bus Activities Show Increase With Help of Employees, New Equipment**

Charter bus activities have been showing a steady increase in the AC Transit operations, boosted along by special endeavors like transporting 1100 University of California students from the Berkeley campus to the opera house in San Francisco.

The new equipment and a "good job of salesmanship" on the part of district employees has been credited by D. H. White, transportation analyst in charge of the special service department, with bringing about the boost.

CARDAN—AC Transit buses line up to take University of California students to opera house in San Francisco in an unusual charter activity.

"We have 1,100 employees. They're all darn good salesmen and they belong to plenty of organizations. That's where most of our customers come from," White said.

The attractiveness of the new "Transit Liners" and "the fact we are the public's own transportation company" are also important to the growth of special trips, in White's opinion.

The district had its biggest single charter last month when it supplied 21 buses for "Cal Night at the Opera."

Aided by police cooperation, the buses picked up the opera-goers at the Sather Gate entrance, loading them in a smooth 35 minutes. The trip to San Francisco ran without a hitch, as the bus parade moved quickly over the bay bridge.

At the opera house, the buses were unloaded at the entrance, then directed to parking areas previously set aside. The operation was handled so efficiently the entire job of unloading and parking was accomplished in 20 minutes.

At the conclusion of the opera, the students were loaded again in the same record time.

The district's biggest customer, spread over a five day period, was the International Women's Convention of the Church of God in Christ. The visiting members hired 60 buses during their stay.

As result of charter prospects, the district has equipped five of the new coaches to handle special trips. Added to the buses were public address systems, baggage compartments and club car facilities.

Commencing April 11 ACT ran 33 special trips during that month. In May, the figure jumped to 200 trips.
The Ferry Building in San Francisco has meant many things to many people, but if you have only thought of it in recent years as that monument with time on its face, you can expect a pleasant surprise. Educational, too.

The Ferry Building of memory is no more, but the wing that points north is a center for all the glamour that comes from words like “gateway to Pacific and world markets.”

Officially, it’s the World Trade Center, an international market place dealing in imports and exports.

For the visitor, it’s a rare chance to wander through the nations of the world. Unfortunately—or fortunately—you can’t buy anything on a retail basis, but you can soak up a lot of looking. And only some of it from the Seven Seas.

For out of windows and doorways here and there you can enjoy a view that surpasses products—the bay again from the sweeping level of ferry boat days; a fire-damaged slip in the foreground; Treasure Island floating magically in the sun; the bridge spanning mightily through the sky; tugs tooting about their business.

It’s a chance to capture an almost forgotten view—or to file away a new one—and in itself a worthy goal for Transit Trailers by bus to San Francisco.

To find the center, take any of the letter buses to the Transbay Transit Terminal, walk the short distance to Mission St. and take a 9, 11, 12, or 14 bus to the Ferry Building.

At the Center, you’ll find an impressive foyer, with the assembled flags of the world of nations. Exhibits of Japan are on this floor, along with international banking facilities and a Pacific area data processing center.

Along ramps leading to upper floors are Pacific World murals by Covarrubias that may be familiar. They charmed visitors to the Golden Gate International Exposition.

On the second floor are exhibits of other nations, ranging from Indonesian art to German steel. It’s a fascinating array.

You can also peak at the third floor, with its World Trade Club, and libraries, for the use of the Center’s members.

You can’t help but acquire something of a world wide view of your own along the way—and a big world wide desire to buy some of the things you’ll see.

But it’s fun to look; a tremendous education for students and a place to go during vacation. Except on weekends.

The Center is open 9 a.m. to 5 p.m. weekdays—and if you want to pay a visit to the old Ferry Building and the excellent exhibit of the State Division of Mines on the second and third floors, mark that time as 9 a.m. to 4 p.m.

But be prepared for one disappointment. The relief map of California is gone. Sold for reconstruction at a Redding motel.
First Transit District

Employee Leaves

Mrs. Dorothy Massie, AC Transit's first employee, resigned from the district this month to devote more time to her three children and the joys of suburban living. The family is moving from Berkeley to Irvington to be closer to the work of her husband, David Hill Massie, a Radiation Materials Laboratory photographer at General Electric's Vallejo Atomic Laboratory near Sunol.

Mrs. Massie started to handle district work in July, 1957, when the "office" consisted of two desks in the county courthouse. From the courthouse, she and her boss, R. E. Nisbet, attorney for the AC Transit District, moved to an office at the Claremont Hotel. She remembers when her duties as a legal secretary included moving furniture and licking the stamps and envelopes for 500 invitations to the district's first open house.

From the Claremont, Mrs. Massie moved to offices at the Plaza Building and finally to headquarters at 1106 Broadway.

Her family includes three sons, David Hill III, 9; Dana Conway, 5; and John Forrest Haden, 2.

Fellow workers gave Mrs. Massie a roasting sendoff at a luncheon at Jack's; others insisted of two desks in the county courthouse.

Reluctantly, AC Transit is going to have to take "a long hard look" at its new express lines at the end of June, to determine if service will have to be adjusted downward.

The 30-San Leandro and 32-San Lorenzo runs are losing money at a rate of $225,000 a year, John R. Worthington, general manager reported. And obviously, he added, the district cannot go on losing money at that rate. The lines now provide the district with 21 cents per mile in revenue. Worthington figures the break-even point is 54 cents a mile.

He said the district would have a "very cold analysis" of these two lines, and if prospects aren't good, necessary service reductions will be considered at the end of September.

Outlook of the other two express lines, the 34-MacArthur Blvd. and 33-Berkeley, is much better. Neither are yet paying their way, and indicate need for service and routing adjustments, but both have shown steady improvement.

Division 2 Worker Restores Old Model Railroad Equipment; Runs Own System

Things were probably settled, hobby wise for W. E. Holbrook of Division 2 back in 1913 when his father, an old-time railroad "boomer," gave him a model of the old Chicago and South Shore Ry.

Holbrook still has the locomotive, in running condition, now the oldest member in rolling stock that includes nine engines, passenger, freight and mail cars. There's also a crane car—for wrecks which never happen. And a street car—one of the electric trolleys of memory—which also runs merrily around the "O" gauge tracks.

Although there are many miniature railroad "buffs," Holbrook has a difference in that he concentrates on the equipment of the past, roughly covering the years from 1913 to the early 1940's.

Some model railroad fans like to "play trains" and concentrate on "operations," but Holbrook is more interested in taking the little engines apart and putting them back together. To him it's "relaxation," part of the picture of sitting on a chair in his "Dog House," listening to some old records, sipping a glass of beer, perhaps, or tinkering a bit while his wife gets dinner.

But his hobby has played a part in his prime interest.

"I guess I'm just a family man," he explains. "I enjoy my family and doing things together."

His keen interest in model railroad began when his son was little—and as his boy, Robert, grew, the hobby expanded. It now includes Robert's son, also a Robert, 4 years old—but so far, he just gets to watch.

At his home, 430 50th St., Holbrook has about 100 feet of track, running through two garages and "half a garage."

He has a station and small "city" but is more proud of a collection of old equipment pictures and the "paper" that has gone to make up transit of the past.

Although he hasn't yet matched his father's record of more than half a century in railroading, Holbrook started in transportation in 1919. He went to work for the East Bay Street Railway, predecessor of Key System, in 1935 and has worked as a street car operator, bus driver and since 1940, in the dispatcher's office.

The family, of which he is so proud, includes his wife, Agnes; daughter, Lynda, his son and grandson.
At an adjourned regular meeting May 10, 1961, the Board of Directors:

- Commended retiring Director Paul E. Deadrich for his long, faithful and devoted service to the district, on motion of Director Coburn.
- Authorized General Manager to complete acquisition of property owned by Key System Transit Lines, on motion of Director McDonnell.

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At an adjourned regular meeting May 22, 1961, the Board of Directors:

- Appointed E. Guy Warren of Hayward to fill the unexpired term of Director Paul E. Deadrich, on motion of Director McDonnell.

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At a regular meeting June 7, 1961, the Board of Directors:

- Authorized the General Manager to put the fuel requirement up for bid, with bids to be opened on July 12, on motion of Director Coburn.
- Changed the regular meeting date from the first Wednesday of each month to the second Wednesday, starting July 12, on motion of Director Coburn.
- Referred to the Project Development Committee the request by Michael Keller, Oakland City College student, for reduced fares for college students on AC Transit buses, on direction of President Bettencourt.

New Operators Assigned to Divisions

Eight new operators have finished training and have been assigned as follows:

**Division 2**


**Division 3**


**Division 4**

P. W. Hadden, 1116-E. 12th St., Oakland.