TRANSIT ON THE MOVE

Series of Improvements Scheduled; Hayward to Get New Local Service

A series of transportation improvements, bringing either new or better service to various sections of the district, were scheduled this month.

The additions include three new local lines to serve Palma Ceia Village, Shafer Park and other outlying areas of Hayward, with service to start August 17 (see map, page 2).

Put into operation during the month was the first bus service for the upper Piedmont Estates area of Piedmont, through an extension of the La Salle Ave. branch of the 42 line.

Improved bus service also was provided in El Sobrante, by connecting branch lines 69-A and 69-B, giving through service between residential and business areas served by the lines.

First Million

The additions will add healthy figures to the total of 1,000,000 annual miles of new motor coach service already put into operation during the district's first nine months.

The transportation improvements promised for southern Alameda County follow a series of meetings with representatives of the Hayward city administration and chamber of commerce and incorporates several suggestions offered. The network will include a 90-Shafer Park-Palma Ceia Village line, a 92-Palma Ceia-South Gate line and an extension to the 91-Castro Valley line through Hayward into the lower Tennyson Rd. area.

The service will give residents of the residential areas direct access to the Palma Ceia shopping center and to downtown Hayward, along with providing convenient connections to other AC Transit bus lines, including City Express service.

Service Plans

The new lines will operate Monday through Friday on a 60 minute midday frequency and in most instances, 30 minutes, in rush hours.

The 90 and 92 lines will be combined in downtown Hayward and at the outer loop, formed by Miami Ave., Florida Ave., and Calaroga Ave., providing more frequent service for a substantial portion of the outer area, as well as through service to and from the Palma Ceia shopping center.

Under the new Piedmont operation, the 42 line was extended on Hampton Rd. to Estates Drive, returning via Estates, Inverleith Terrace to Hampton.

As result of the El Sobrante improvement, residents are able to ride to shopping centers and return, as well as travel directly to San Pablo and Richmond.
Incinerator Hits Dust to Aid Progress

AC Transit not only cooperated with a beautification project in Richmond, but cooperated so quickly it left civic officials and a photographer "without a stack."

The Richmond Development Foundation and Richmond Chamber of Commerce had asked Nick Alevizos, superintendent of Division 3, if the district would tear down the incinerator which stuck a useless stack into the vision of passersby on Macdonald Ave., near the Southern Pacific underpass.

Nick passed the request along, General Superintendent Don Potter gave the okey and before the Richmond group arrived to photograph the event, the incinerator was demolished.

The visitors, nevertheless, were delighted with the results and the fast action, and decided to use the district as an example to other industries and businesses involved in making Macdonald Ave. and the downtown area more attractive.

The incinerator, built when the division yards were opened in 1947, stood about 25 feet from base to tip of smokestack. It had not been recently in use in compliance with smog controls.

Survey Seeks Express Service Merits

Passengers on City Express buses made contributions to educational research this month, through a survey arranged by the University of California Institute of Transportation and Traffic Engineering and AC Transit.

During the survey, riders on the inbound trips of the four express lines were handed a card, asking questions about their transit habits. They were asked to fill out the cards and hand them back to survey personnel or the driver or to drop them in a mailbox.

The survey, to learn the rider's response to express service, is the specific project of a graduate student, Fredrik Ystehede, who plans to write his thesis for a master's degree on results of the study.

The Institute and the transit district cooperated in collecting the information, particularly in supplying survey personnel, so that all riders could be contacted on the day assigned to each line. The cards asked where the bus was boarded; where the trip was started, such as home address; destination; how often the trip is made, and how the trip was usually made before the express service was instituted. Space was provided for comments.

The survey is expected to develop how many have shifted to express buses from private cars and from other routes since the expresses were started last March, and whether the lines are scheduled and routed to best advantage. Results are expected to be tabulated by the middle of August.

District Budget of $11,591,300 Adopted; Revenue Expected to Top Expenditure

Expected passenger revenue will top operating expenditures by some $564,900 in a budget adopted by AC Transit's board of directors for the new fiscal year.

The 1961-1962 budget, first to cover a full year of district operation, is based on estimated operating costs of $11,591,300 and estimated revenue of $12,156,200.

It allows for the addition of another 691,000 motor coach miles of new service during the coming fiscal year.

Board President William J. Bettencourt in commenting on the district's financial picture, said the progress of AC Transit was "remarkable in view of what is happening in the economy and in the industry.

He said that numerous transit organizations are being forced to raise fares.

The district is in sound financial condition despite the addition of more than a million miles of service, the increase of salaries and the purchase of 250 new buses, he added.

"But we are not going to be complacent concerning the future," Bettencourt said.

The budget was presented to the board by the finance committee, headed by Director John McDonnell, after several weeks of study.

General Manager John R. Worthington explained that in computing a final estimate for the new year the addition of bond servicing costs and funds for future equipment replacement will exceed total income by $785,140. This amount, however, will be offset by a surplus of $775,000 accruing from operations of the year just ending, and is in accord with engineering estimates for the second full year of operation, he explained.

PROPOSED SERVICE—Dotted lines show routes of three new bus lines to be inaugurated in Hayward-Palma Celia area August 17. New lines will take residents to shopping centers and provide direct access to downtown Hayward and connections with existing AC Transit service, illustrated by solid lines. (Story, Page 1.)
FINE PADDLING—Mix warm water and a convenient sandy beach and you have the handy South Shore area of Alameda.

Transit Trails

Splash in Alameda on Trip of Month

By Virginia Dennison

It still seems amazing to be able to paddle in warm bay water— and for free— and it's even more amazing when you realize you can load the family on a bus and in a few minutes, have the kids playing on a sandy beach.

If you want to be real practical, you can even mix wading with shopping, and how many housewives can make that claim?

Alameda residents already have discovered the charms of South Shore splashing—we won't call it swimming—but to the rest of the Bay area, it may come as a surprise. Even on warm days, the beach isn't too crowded and there's lots of room, especially in the water, for some fine youngsters paddling.

The water is shallow way out and surprisingly warm. And if you get tired of watching the minute-sized waves, you can turn around and look at the lucky apartment dwellers leading the good "barbecue-life" on minute-sized terraces.

If you're strong enough to mix a touch of Newport Beach with the sand, walk up to the lagoon area—which used to be the waterfront—and envy those who have made it with an ultra Venice-type canal at their back door. Looks awfully good on a hot day.

Easily Reached

The South Shore beach can be reached conveniently through a big shopping center, which makes it one of the few places where you can buy what you need, then lie down on the sand and think whether you should have done it.

At Washington Park, there's complete playground equipment, plus Southern Pacific locomotive 1227, fixed up for young climbing by the Alameda Rotary Club.

Sunday patrons can expect a ball game if you want to include park play with a touch of water. Washington Park presents a pleasant answer. But be prepared for a short walk from the park to the and usually a tennis tournament.

The beach is sandy and safe and you can even do a little swimming here. This is part of the area acquired for the newly born Alameda Beach State Park which eventually will be extensively developed.

To reach Washington Park, take bus 51 or 58 to 8th St. and Santa Clara Ave. and walk two blocks south; or take bus 64 to 9th St. and Central Ave., walk one block west.

For the South Shore shopping and swimming area, take bus 64 to South Shore Shopping Center Monday through Saturday; or to Park and San Jose Aves. Sundays and holidays.

To reach the beach and swimming, take the path at the western end of the park; that way you'll avoid sloshing through hot sand.

CASEY JONES, JRS.—Young engineers enjoy train at Washington Park, Alameda. It's part of playground equipment.

SHIP, AHOY—Add a rickety raft and a small bay to happy waves at Alameda's Washington Park and you have fun for a warm day.
Passengers on Air-Conditioned Buses
Ride in Comfort While Others Swelter

Passengers and drivers on AC Transit's new air-conditioned buses are finding that planned, cooled riding is unsurpassed, especially when everybody else is sweltering in a heat wave.

First real test of $3,700,000 in air-conditioned buses came in June and July, as temperatures soared throughout the Bay area—except in the interiors of 112 air-conditioned motor coaches.

There it was a pleasant 68 degrees and the only complaint came from passengers—and operators, too—when they had to leave the bus and step out into what one termed a "blast furnace."

Drivers reported noticeable appreciation from passengers and said the general reaction was: "It's too good to be true."

Maintenance problems on the cooled buses have been at a minimum, according to Brooks Rice, maintenance manager. No bus has been out of service because of an air-conditioning problem and the equipment is working extremely well, he reported.

Special Service
For Woodminster

A special shuttle bus, the "Woodminster Special," is picking up patrons who want to forget parking problems and use AC Transit to attend musical events scheduled by the Oakland Light Opera Association for Woodminster Theater during summer months.

The bus takes theater goers from the end of Park Blvd. line at Oakmore Rd. and Leimert Blvd., for a direct run to the open air theater in time for the evening performance, returning when it is over.

The special will be in operation for the annual summer musical events through September.
What the Editors Are Saying About Transit

San Leandro Morning News:

Transit System in Healthy Shape

The time has come to comment on the new Alameda-Contra Costa Transit District, the new bus system which has stepped into the East Bay transportation picture, at the creation of the voters.

There is no doubt that the directors of the two-county transit system will find more roadblocks ahead, but what difficulties which it met in the last few months seem to have been successfully eliminated through negotiations, planning and compromises.

And, on the whole, it looks like the voters of the district did the right thing in creating the Transit District.

For one good piece of news AC Transit started the new fiscal year this month with a healthy balance sheet and a carry-over operating net of $774,883. This includes nine months of actual operations since taking over the Key System Transit Lines.

At the same time it is apparent that there have been improvements, not only in super-deluxe buses, but also in service, and the morale of bus employees seems high. And Gen. Mgr. John B. Worthington has said that the district has reserves, enough anyway during the next full year of operations, to meet financial expenditures for improvements without an increase in the fares or taxes.

The Morning News is concerned, however, that there have been reports that the express lines 30—San Leandro and 32—San Lorenzo are in trouble. A report that they may be discontinued happily turned out to be only a rumor. AC Transit will have to take a "long, hard look" at the lines, because its business during mid-days is down, but then perhaps 30—San Leandro and 32—San Lorenzo serve the people only at peak express hours, not during the mid-day.

The two lines have only been in operation about 15 weeks, less than four months. It is too early to make a decision. AC Transit officials have indicated it will "wait a while" to see what adjustments must be made. Not every line is going to be a money maker for AC Transit. Some must be for service to the public, the taxpaying supporters of the district.

Meanwhile, it is good to learn that the AC Transit District continues to move ahead with plans to serve the people. In August more lines will be added to help transport people in the South Hayward area, along Tennyson, and to tie-up with other existing lines.

President William J. Bettencourt—a San Leandran—and the other members of the AC Transit Board deserve our appreciation for a fine job being done.

Veterans Pensionsed

George W. Schenck, 53, of 1733 26th Ave., who started with Key System 32 years ago, retired effective June 1. Schenck, who has been on sick leave, worked during the years as a car shifter and repairman, retired as a service employee in the maintenance department at Division 4. He also worked at Division 2 and at the old Central car division. Theodore M. Gunn, 71, of 787 Pomona Ave., El Centro, ended 19 years as a driver when he was pensioned July 1.
Chartered Buses Rescue Girl Scouts

AC Transit's charter buses are enjoying a varied life, ranging from rescuing Girl Scouts to transporting members of the Roller Derby.

Three of the new "300's" took part in a last minute "rescue" adventure when East Bay Girl Scouts and counselors fled forest fires in Madera County.

The girls, evacuated in stages to Roeding Park in Fresno, were carried all the way home after Scout executives put in a hurried call to the district.

The three buses were dispatched to Fresno in the early afternoon, with a "bus mother" aboard each coach. They picked up the girls and their salvaged belongings, delivering them into a mob of excited parents at 1 a.m. at Division 2 yards, 45th and San Pablo, Emeryville.

The new buses handled their first overnight charters in June, taking the Rich mond Moose Lodge drum corps of "juni­ ors" to Santa Maria and again, later in the month, to Long Beach.

Another charter took the Roller Derby on a tour from Oakland to the Napa County Fair at Calistoga, to Sacramento and to home.

The skaters brought consternation to an all-night drive-in at 2:30 a.m. when the bus load of 40 asked for "car service." They didn't get it, but the combined order closed the drive-in.

A highlight of this charter was the throwing of bus driver W. E. Howe of Division 4 into the swimming pool with his clothes on—an affectionate gesture, the skaters reported, because they "liked him."

New Committee Considers School Service

In a concentrated effort to solve Oak­ land's Skyline High School transportation problem before school opens in September, a special joint committee has been appointed by the Oakland Board of Education and the AC Transit Board of Directors.

The school board will be represented by Directors Robert L. Nolan, Lorenzo N. Hoopes and Mrs. Marjorie Hirschler. The transit district will be represented by Directors John L. McDowell and E. Guy Warren.

The transit district has advised the school board that the addition of special bus lines to serve the new high school would cost the school system $100,000 a year.

Cost of the special service could be reduced to about $64,000 if half of the students commenced classes an hour later than the rest of the student body.

School board member Carl B. Munck recommended to his fellow board mem­ bers that they give serious consideration to the alternate transportation plan which would cut the cost of the special bus service by more than 40 percent.

The school directors also have under consideration a proposal to operate their own shuttle bus system, collecting stu­ dents from various points in the high school district and depositing them on one of the AC Transit lines for the remainder of the trip to school.

Another alternate under study by the school board is to leave transportation up to the individual students, giving them the privilege of attending another high school if they are unable to furnish their own transportation to Skyline.

He Carries the Mail

Messenger Piles Up Mileage in Rounds; Still Has Time for Outside Activities

While the rest of us have been work­ ing our eight hours a day, Van Cleveland Moore—the man with the mail—has been holding as many as three jobs, and still has time for projects like church work, scouting and painting with water colors.

"Cleve," as he is known throughout the district, also has another distinction. As the man who carries the inter-office mail from division to division, he keeps a tight schedule and drives an average of 500 miles per week, but has never had a chargeable accident.

Back when he first started carrying the mail in 1948, his schedule was so close he had only five minutes or so to get from place to place. It took some fast hurrying—and fast driving—but even then he collected only one traffic ticket, and that for making a wrong turn.

Night and Day

Familiar to just about everybody, and with a quiet, reliable and tactful manner that has earned considerable respect, "Cleve" dates his transit employment back to 1943. During many of the years since, he's also worked at nights, and for a while he owned and operated a parking lot and a small restaurant—as well as handling his daytime work.

Now, he admits with a smile, he's do­ ing some of the sleeping he missed then.

"Cleve" lives with his wife and three youngsters at 976 53rd St., Oakland, and is scoutmaster of Troop 22, as well as a trustee of the New Light Baptist Church. Though he never received formal art training, it doesn't keep him from enjoy­

Van Cleveland Moore
the man on the move
At an adjourned regular meeting June 28, 1961, the Board of Directors:

- Accepted report of Project Development Committee recommending deferral of further consideration of special senior citizen fares pending results of experiments on such reduced fares currently being conducted in Los Angeles and several other cities, on motion of Director Coburn.

* * *

At the regular meeting July 12, 1961, the Board of Directors:

- Opened bids for furnishing diesel fuel, gasoline and other petroleum products, and referred bids to the General Manager for study and recommendation, on direction of President Bettencourt.
- Approved inauguration of three new transit lines in Hayward area effective August 17, on motion of Director Coburn.
- Approved estimates of operating expenditures and revenues for 1961-62 fiscal year, on motion of Director McDonnell.

New Drivers Welcomed by AC Transit

Another group of new drivers have completed training and been assigned as follows:

**Division 2:**
D. H. Adams, 2046 Lincoln Ave., Alameda; C. W. Bloodworth, 3006 - 18th St., San Francisco; M. B. Kendrick, 1534 - 18th St., San Francisco; William Black, 5876 Merriewood Dr., Oakland.

**Division 3:**
J. H. Miller, 3048 Bertram Ct., Concord; K. K. Kelley, 2605 Kelley Ave., San Pablo; R. G. Walls, 27851 Coronado St., Hayward; R. G. Kirkland, 236 Westwood, Vallejo; W. T. Withworth, 3726 Linden St., Apt. A, Oakland.

**Division 4:**
E. T. Owens, Jr., 2672 Darwin St., Hayward; J. A. Ledbetter, 24943 Muir Ave., Hayward; F. M. Brigance, 1698 Willow Ave., San Leandro; M. L. Stubbs, 2419 - 23rd Ave., Oakland.