Bus Modernization Ahead of Schedule With Big Savings

AC Transit's program of rehabilitating and "dieselizing" equipment acquired from Key System is now in its final stages of completion—and at a cost far less than original estimates.

In a recent progress report to the board of directors, General Manager John R. Worthington disclosed that although $360,000 had been allocated for the program, total costs had been reduced to $208,105, a savings of nearly 45 per cent.

The program is well over half completed, he said, with about $113,500 spent so far and $94,612 in work remaining.

Of 276 Key System diesel coaches acquired for continued service, 162 have been repainted in district colors and refurbished, with some 114 still scheduled for rehabilitation.

Work on these coaches was halted temporarily, Worthington explained, to concentrate on rebuilding and repainting 10 smaller gasoline coaches for hill service.

After extensive study and some shopping around, it was found that by making use of available second-hand transmissions and use of second-hand diesel engines, the buses could be converted and thoroughly rehabilitated at a cost of $208,105, a savings of nearly 45 per cent.

AC Transit will pay almost a million dollars in local and state taxes during its first year in operation.

Almost half of the total, approximately $426,000, has already been paid by the so-called "tax-exempt" transit system, on the purchase of Key System Transit Lines and on 250 new buses.

In addition, the district expects to pay about $500,000 a year in sales taxes and state fuel taxes through normal operations.

Of the amount paid on purchase of buses and operating facilities, the 11 cities and unincorporated area served by the district will receive $107,205 in local sales taxes.

Cities Benefit

With the last of the new buses delivered and placed in service, payment of the tax revenue on their purchase will be made by the State Board of Equalization.

Local sales taxes on the new buses, amounting to $71,268, will be distributed on the basis of miles operated during 1960 in each of the 11 East Bay cities and unincorporated area, according to an allocation formula prepared by the district and approved by the state board.
Safe Bus Operators to Be Honored with Gold Pins in New Safety Award Program

A new safety award program, featuring newly designed, gold award pins, will be inaugurated by AC Transit next month to honor its safe bus drivers.

To qualify for the annual award, operators must complete 12 consecutive months of safe driving and maintain a satisfactory attendance record.

The new program replaces the former safety award program of System Transit Lines and will be based on types of accidents rather than judgment as to whether the accident was avoidable or unavoidalable.

The program particularly will stress the district's emphasis on defensive driving techniques—the ability to avoid an accident.

It will be retroactive to the commencement of district operators last October and drivers who fulfilled the new qualifications during the past 11 months will be eligible for the safety award.

Types of accidents which will disqualify operators, according to Safety Engineer G. G. Wadsworth, include rear end accidents, mishaps to passengers within the bus, hitting fixed objects, striking parked vehicles, certain types of accidents at intersections, and collisions between two vehicles.

Different from the old program, where drivers returned their pins upon receiving new awards, the AC Transit pins will be kept by the drivers permanently. New pins will be given for each 12-month period. The pins will contain numerals to designate the number of accumulated years of safe driving.

The gold pins carry the AC Transit emblem in district colors, and the word “safety,” as well as the numeral.

Wadsworth, in explaining the program, said it should eliminate inequalities of the past system, including the judging of accidents, and, instead, provide a means of paying tribute to the professional driving ability involved in preventing accidents. The program contains revised attendances rules geared to the five day work week and is so designed that drivers may easily determine their safety standing at any time.

Buses 'Diezelized' and Refurbished for Hills

(Continued from Page 1)

under $3,000 per unit, Worthington said.

The converted coach has the same features, appearance and rider appeal as new 36-passenger buses, which would cost $25,000 each. During trials in hill areas, the converted buses have proven to be extremely successful.

Of the 10 coaches set for this conversion, six are completed and in service.

Use of the 2500 series of gasoline driven, hydraulic-drive 40-passenger units for new lines in Hayward and lightly patronized low mileage feeder lines also has proven highly satisfactory, the general manager reported. Work is progressing on the repainting of 20 of these coaches, with the job more than half done.

District Launches United Crusade Drive

AC Transit's participation in the 1961 United Bay Area Crusade was launched this month at an information and planning dinner held for campaigners at the Athens Club.

The campaign, first for the district, will be a joint drive, with members of the Carmen's Union and other employees cooperating in reaching the 100 per cent goal.

John F. Larson, treasurer-controller, is heading the effort as campaign chairman, under a program that has the support and approval of general manager John R. Worthington.

William Skilling, assistant treasurer for AC Transit, is assisting Larson as vice chairman.

F. Vern Stambaugh, president of the Carmen's Union, is heading up participation of the union membership.

Crusade chairmen include C. M. Walker, Bay Bridge terminal; Robert Dunn, purchasing and stores, Emeryville division; E. A. Towers, maintenance and J. D. Goodman and Ellen Enos, transportation, Emeryville division.

Serving as chairmen from the West Contra Costa division are J. W. Enos, maintenance, and N. P. Alevizos, transportation. From the East Oakland division, A. R. Lucchesi, maintenance, and T. P. McLean, transportation, will serve as chairmen.

Speaker at the dinner was Capt. James P. McCarthy of the Oakland Police Department.

He explained ways United Crusade agencies help reduce crime, delinquency and other community problems, thus keeping the citizens' tax bill lower than would otherwise be possible.
Pioneer Montclair Line

Drivers Recall Beginning of Bus Service

A 40-year-old photograph, showing the first bus trip into Montclair when the area was pasture land fringed by trees, led to a reunion this month between two former bus drivers who pioneered local motor coach service in the East Bay.

J. L. “Marty” Martin, 75, who went to work in May, 1921, and C. E. Pehrson, 68, who started in September of the same year, are believed to be the only survivors of the first group of bus operators hired by Key System to operate their fledgling motor coach service.

Company records indicate that the first bus line started on May 16, 1921, from the end of the old No. 7 street car at Ygnacio Ave. and Trask St., Oakland, via Foothill Blvd., Seminary Ave. and Trenot St. to Mills College.

The Montclair service, generally believed to be the first, is listed as starting a week later, on May 21.

Both men remember that buses were something new—viewed with suspicion by some of the passengers who were inclined to hang on for dear life.

Although they hadn’t seen each other for well over 35 years, Martin and Pehrson recognized each other immediately at a meeting in Montclair at Moraga and La Salle Aves., site of the tree-shaded lane where they parked their new-fangled coaches.

They remembered that the Realty Syndicate—relative of the Key System—paid the bills for the motor coaches, to provide transportation for potential customers to the new Montclair real estate promotion.

The buses met local streetcars and San Francisco trains at 41st and Piedmont Ave. and chugged over Piedmont to Pleasant Valley Rd. and up Pleasant Valley to Moraga Rd., through Piedmont on Moraga Rd. and up Moraga to the real estate tract office.

The first office was in a tent, but as business progressed it was replaced by a handsome, Spanish-style building—the first business structure in Montclair, according to Martin’s memory.

The building later was moved to a triangle at Mountain Blvd., Antioch St. and Antioch Crt. Its original site, on the Piedmont hills side of Moraga Rd., is now in the middle of the Warren Blvd. freeway.

Martin recalls that the buses ran on a 40 minute schedule—he used to exercise his horse between trips. If it was raining, he would let passengers off in front of their homes—driving around the block if necessary.

He worked for the transit company for three years and later operated the Montclair stoneyard. He lives now at his cattle ranch, 14575 Cull Canyon Rd., Hayward.

Pehrson, 2848 Central Ave., Alameda, liked people and liked driving well enough to work 38 years as a bus driver before his retirement in 1959. But nothing in Pehrson’s opinion ever matched those first years, when passengers and drivers were part of one, friendly family.

Both men are credited with helping to set up a profession of bus operations that has evolved into today’s AC Transit system.
Riders Jam Hayward Lines to Welcome New Network of Neighborhood Lines

A surprising response to courtesy free rides, which recently introduced three neighborhood bus lines in Hayward, resulted in the “most people and the least cars” in downtown Hayward in the memory of local Chamber of Commerce officials.

On the first day of the free rides, some 1,427 passengers rode into the downtown section on the three new lines, while a total of 1,041 took outbound trips during the free ride period between 9 a.m. and 3 p.m.

The second day was even more amazing, with 1,628 riding inbound and 1,490 taking advantage of courtesy rides outbound to the southwestern Hayward residential areas.

As result, four extra buses were rushed into service to handle the crowds, providing second sections on all schedules on the new 90, 91 and 92 lines.

“It was just like opening of the Oklahoma Territory,” according to General Manager John R. Worthington.

The two buses would pull up, the doors would open and the crowds would pour out.

“There were women with strollers, women with babies. I didn’t expect half the number of riders.”

He said the response indicated that the new lines into Palma Ceia Village, Schafer Park and other residential areas have a good chance of success.

“It shows the value of cooperative effort between merchants and transit. In fact it shows the value of transit in maintaining and helping to assist growth of business areas,” Worthington pointed out.

The free rides to celebrate inauguration of the new service were supported by Hayward retail merchants and the transit district.

A similar unexpected response came three days later when another free ride program introduced the new 60-Montclair bus line to residents of the upper Broadway Terrace and upper Snake Road areas.

A total of 1,346 rode the inbound trips and 1,188 took outbound rides, giving the Montclair business district a real flurry of visitors. Extra buses also were called into service to run second sections during the free ride period in Montclair.

Drivers, Other Workers, Join District

AC Transit welcomed another group of new employees during August, including 17 bus operators, assigned as follows:

**Emeryville Division**

L. B. Bone, 687 MacArthur Blvd., Oakland; C. L. Bond, 1180 Ocean Ave., Oakland; John Contino Jr., 945 - 45th St., Emeryville; O. J. Witthoet, 1089 57th St., Oakland; F. N. Gomez, 1714 Cedar Ave., San Leandro.

Also new at Division 2 are William C. Godfrey, 3807 - 12th St., Oakland, and Donna Lee Billings, 11015 Foothill Blvd, Oakland, transportation: J. Ronald Vindinaha, 1290 - 145th Ave., Oakland, building maintenance, and Kenneth Ayres, 474 - 36th St., Oakland, maintenance.

**West Contra Costa Division**

H. J. Barnes, 78 Nichols St., Richmond; E. R. Hiatt, 1712 Elm Ave., Richmond; M. J. Dube, 214 Reis St., Vallejo; Charlie Collins Jr., 1430 Contra Costa Ave., San Pablo.

Assigned to Division 3 in maintenance was Allen Daniels, Avalon Hotel, Oakland.

**East Oakland Division**

W. D. Henshaw, 678 Juana Ave., San Leandro; C. E. Davis, 1151 - 73rd Ave., Oakland; Leonidas Davidson, 521 Berry Ave., Hayward; I. J. Koehler, 9843 21st Ave., Oakland; R. C. Young, 523 B St., Hayward; Frank Glorioso, 9588 C St., Oakland; G. E. Grandison, 2610 Grande Vista Ave., Oakland.

New in Division 4 maintenance are Degartria Jackson Jr., 900 Virginia Ave., Richmond and Weldon D. Drury, 2451 Church Lane, San Pablo.

Welcomed at the general offices has been Carl E. Strand, 16230 Windsor Dr., San Leandro, assigned to treasury.

Improved Service Starts in 6 Cities

Service expansion on several transbay and local lines brought improved transit to residents during the month, with commuters getting special attention.

Improvements included extending and re-routing a special commute branch of the transbay R line, to provide Hayward’s large residential area of Palma Ceia and Southgate its first direct bus service to San Francisco.

The re-routing, to make greater use of the Nimitz Freeway, cuts between seven and 14 minutes from the previous running time between San Lorenzo and San Francisco.

Oakland area residents along Skyline Blvd. were given their first direct transbay commuter service through an extension of a special commuter branch of Line C to Montclair.

In addition, new midday service between the intersection of Redwood Rd. and Skyline Blvd. and Montclair was provided by inauguration of Line 77-A.

By supplementing operations of Line 77, the new branch doubles service between Montclair, Oakland and the intersection of Joaquin Miller Rd. and Lincoln Ave.

Extension of Line F-Shattuck Ave. into Albany, requested by Mrs. Kathie Zahn of Albany, now provides hourly service along Solano Ave. direct to San Francisco Mondays through Saturdays and seven nights a week.

Improved midday service on Lines E-Claremont and Line C-Piedmont also was inaugurated, with buses running every half hour, instead of the previous 45-minute headway.
Trip to Berkeley Pier Provides Fun, Fish

By Virginia Dennison

The Berkeley fishing pier has always been a great place for the kids, one of the ideal spots for father-and-son (and daughter) outings.

But now, with the clean water in the bay and striped bass flipping around like mad, an expedition to the pier has a good chance of paying off in the kind of fishing that brings sportsmen out, as well as parents.

Of course, the stripers aren’t always right there, but they do have a special taste for the shiners that cluster around the piles and it adds impetus to the “bus tour of the month” to know that you just might make the return trip with a large-sized catch.

The pier itself has been improved to haul in bullheads and shiners and at times, perch, flounders and jack smelt.

Rod holders, in any case, can expect make fishing a pleasure as well as a sport. It has concrete paving, sanitary facilities and a place to clean fish. And with pleasant autumn weather ahead, there should be a flock of just-right times with incoming tides at reasonable hours and assurance of balmy days under the sun, plagued only by the frequency with which bullheads strip the bait.

As an added dollop, there’s a bait and marine shop on the pier that seems right out of South Pacific. It has everything from sardines to old anchors and abalone shells, topped off by a real, live parrot that may talk. Nice place for snooping or for enjoying a cold can of beer.

Might even plan to make it the first stop, for it’s a healthy hike—and interesting—from the end of Line 51—College Ave. at the Southern Pacific Depot in Berkeley.

Youngsters, particularly, might enjoy the novelty of crossing the tracks and walking under the freeway ramp to reach stairs and a walkway that takes you over freeway-whizzing cars.

From there, it’s onward straight ahead. This is the same procedure for those who might want to watch or sample the sport fishing boats leaving from the Berkeley Yacht Harbor. And while there, by all means take the detour to the harbor to watch the weekend sailors at their usual task of working on their boats.

From the same bus and same terminal you might also want to take advantage of Berkeley Aquatic Park, a hop and skip from the S. P. Depot.

Ideal for small sailboats, the park has a lawn, trees and pretty vistas and seems surprisingly deserted. You might be the first to discover it’s a wonderful place for family picnics and lolling in the sun.
Information Clerks Taken on 'Tour Of Discovery' to see Transit Changes

AC Transit information clerks were especially well informed this month as the result of a tour of discovery arranged by traffic engineer E. Sam Davis.

Davis took nine of the women in Transit Information on the tour—the tenth was absent on sick leave—dividing the fact-seeking session into three afternoon trips.

They were driven over the routes of the new 90, 91 and 92 lines in Hayward and saw for themselves where and how the buses run. They also inspected routes of the new City Express lines, drove through Washington Manor, took a detour to the new Skyline High School in Oakland, getting a thorough look-see at many of the service improvements inaugurated by the district.

"After giving out a great deal of information on the telephone about landmarks and bus stops, the clerks finally were able to personally see them," Davis said. "They took notes just like they were preparing for an examination, even noting street numbers."

For most of them, it was their first actual look at developments in southern Alameda County and a revelation to actually see what they've been talking about in their work of answering questions about transit services.

"It's going to make it a lot easier to answer inquiries—and it certainly makes their work more interesting and more efficient," was Davis' report.

Drivers Assist Transfer Connections

Bus operators were urged this month to keep a sharp lookout in assisting passengers with proper transfer connections as an important improvement to bus transit.

Schedules are established to provide best possible connections at transfer points, and, as a result, some connections are tight and require the alertness of drivers.

Operators with passengers making a close connection were urged by D. J. Potter, general superintendent of transportation, to sound their horn to attract the attention of the other driver. And drivers also were instructed to wait and give the intending passenger an opportunity to make the transfer.

Inauguration of new routes and improved service has made the assistance of drivers in transfer connections particularly important to avoid aggravating "just-misses," Potter pointed out.

IN MEMORIAM

Death came in August to two veteran street car operators who worked out of Central Division in the heyday of trolley service.

Matthew Walsh, 81, who died Aug. 11, went to work on the street cars in 1912 and was pensioned in 1945. He made his home at 325 Spruce St., Oakland.

August Loux, who died Aug. 31, began his service in 1907 and was pensioned in 1948. He was 76 and lived at 2941 Adams St., Alameda.
At an adjourned regular meeting August 30, 1961, the Board of Directors:

- Authorized the purchase of 15,000 token holders for resale to transit riders at the rate of 10 tokens and one holder for $2.25, on motion of Vice President Copeland.
- Approved extensions to Lines C-Piedmont, F-Berkeley and R-Hayward, increased service frequency on Lines C and E-Claremont, and inauguration of Line 77-A serving Crestmont, on motion of Director Coburn.
- Adopted current property tax rate of 2.9 cents per $100 of assessed valuation for the 1961-62 fiscal year, on motion of Vice President Copeland.
- Authorized Directors and General Manager to attend annual meeting of the American Transit Association, on motion of Director McDonnell.
- Authorized Board President and General Manager to attend meeting in New York City to receive national award on AC Transit equipment color design, on motion of Director Coburn.

Veteran Workers Retire from District

Two veteran employees have been pensioned after long years of service.

Lloyd Beekman, 65, pensioned as of Nov. 1, went to work 25 years ago in Key System's Emeryville shops as a carpenter. In the years since, he worked in body repairs and as a mechanic in the building maintenance department. He lives at 2401 McKinley Ave., Berkeley.

Herbert R. Andersen, 65, pensioned effective Oct. 1, spent most of his 27 years of service as a motor coach operator. He resides at 1902-40th Ave., Oakland.