Fares Reduced for Teenage Riders

Board Extends 10-cent Fare to 16-year-old Youngsters
To Encourage Greater Transit Use On Off-School Days

Teenage fares for youngsters through 16 years of age will be reduced to 10 cents beginning Sunday, Nov. 5.

Latest improvement planned to benefit the young rider, the board voted the fare cut this month to encourage greater use of transit by youngsters.

As a result, all children from 5 through 16 will be able to ride for a 10-cent fare at any time and any place in the East Bay area, regardless of fare zones.

Children from 5 to 13 were granted the lower fare shortly after the transit district replaced Key System Transit Lines a year ago.

William J. Bettencourt, board president, said in voting the fare reduction:

"These youngsters represent the future generation of riders and should be encouraged to greater use of public transportation, particularly on weekends, holidays and during school vacations."

At present, children from 12 through 16 may ride for a dime only on school days after first showing the bus driver their student body card. After the fare cut takes effect, 17-year-old high school students may still take advantage of the 10-cent fare on school days with presentation of their identification card. Children under 5 may ride free when accompanied by an adult.

AC Transit Awarded Top National Honor for New Equipment Color Design

The nation's top honor for fleet motor vehicle color design was awarded this month to AC Transit for its unusual and distinctive "new look" in bus colorization.

An annual contest to pick the best design, sponsored by Fleet Owner magazine, was entered by dozens of truck and bus companies throughout the country.

The district was presented the highest award, an engraved plaque, at the National Fleet Maintenance conference in New York on Oct. 25. William J. Bettencourt, president of the board of directors, attended the meeting and accepted the award.

The district's design and unusual color scheme of turquoise and persimmon, set off against aluminum and white, was recommended to the board of directors by General Manager John R. Worthington after numerous conferences with a consulting firm, Cornelius Sampson and Associates, of San Francisco.

A radical departure from the long familiar yellow and green of Key System Transit Lines, the new streamlined design and colors were selected as exemplifying the new approach to bus travel promised by the district.

Color photographs were taken of the new buses against a background of Lake Merritt and the downtown Oakland skyline to illustrate the "new look" for judges.
LAST OF THE TRAINS—One of the old Key System bridge trains gets a lift—into
the hold of the S.S. Belevlyn at Parr-Richmond Terminal for 7,565-mile journey
to Buenos Aires and a new life with the Argentina State Railway System. The ar­
ticated units are being separated into individual cars for easier transport and
will be sent to Argentina in two shipments of about 15 units each.

Transbay Bus Connections Improved

Improved facilities for transbay trans­fer connections at the heavily used San
Pablo station in Emeryville went into service this month.

As a result, buses on Line 57—Mac­Arthur Blvd. and a midday shuttle on
Line H—Sacramento St., are operating for the first time directly into the station
at San Pablo and Yerba Buena Avenues.

With the rerouting, riders can trans­fer quickly and safely to transbay lines
C—Piedmont, E—Claremont and F—Shattuck Ave., without walking from
nearby corners or crossing busy streets.

Transfer connections with Lines 72—San
Pablo and 14—Adeline St. also were im­proved as a result of the change.

The improvement was made possible
by the Emeryville City Council, which
authorized use of city-owned land near
the station for a turn-around area.

40-Year Commuter Honored with Photo
Record of Bay Transportation History

An album of pictures, covering 40
years of transbay traveling, was pre­
sented by AC Transit to Jack Burroughs,
Oakland Tribune columnist, when he
retired this month from both the daily
newspaper and the daily commute.

The photographic record and a letter
from General Manager John R. Wor­
thington, paid tribute to Burroughs as
a “journeyman,” with 300,000 miles of
commuting between 1921 and 1961.

Burroughs spent his traveling decades
writing many of the jingles which have
livened up the Tribune’s left-hand corner
on Page One and other spots over the
years.

Nostalgic like all pastmasters of what
he termed the “commuter’s trot”—the
pace half way between a walk and run
used by passengers striding ashore from
the foredeck of a ferry—Burroughs has
“jingled” his way through “a fair piece”
of transportation history.

He started his commuting on the
Southern Pacific ferries and the “Red
Trains” which once stopped at the Trib­
une’s threshold, writing—and trotting—
through the golden years of the Key
System, to reach the all-sitting era of
today’s air-conditioned coaches.

And in a series of notebooks, filled
with neat jingles, he can report the
progress. Trains jiggled, buses are better
for writing—hardly a wiggle in a letter.
But still, there was undeniable inspira­
tion in those wonderful ferries! Some
of the time.

He remembers foggy days when trying
to get into the slip was like “putting
a coin in a slot machine with your
eyes closed.” One morning the ferry
tried to make it sideways. Another time—
and it wasn’t even foggy—the ferry
turned around and backed in.

Along with retiring from his news­
paper writing, Burroughs is moving from
San Francisco to a home in Mill Valley,
where he intends to enjoy doing some
of the things he never had time for—
including traveling! But for a while,
at least, it won’t be the A line.
New Record

AC Buses Carry 10,000 to S.F. Rally

Records were toppled by AC Transit this month when 199 buses were charted to take participants to Golden Gate Park in San Francisco for a "Family Rosary Crusade."

The mass movement, unequalled in East Bay history, saw buses dispatched October 7 to 42 churches for a simultaneous pickup of some 10,000 riders. Despite the magnitude of the charter, movement went off without a hitch.

The buses were parked in plenty of time for the passengers to walk to the polo grounds for the rally. Although the crowd was estimated at 500,000, departure plans proved so efficient, the buses were loaded and homeward bound a few minutes after close of the religious meet.

Supervisors were stationed by the buses with a list of parking spots to help passengers get back to the right bus, if need be. But reportedly only one rider became momentarily misplaced, out of the 10,000 passengers.

Confused in the crowds, an elderly lady was unable to find the buses until a policeman came to her assistance, led her to the parking area and saw that she got on the correct coach.

The charter operation was singled out by transit district board of directors by special resolution in which the board cited district personnel for their "outstanding performance."

“Our people did a terrific job," General Manager John R. Worthington reported to the board. "They certainly deserve high compliment and praise."

The transit district’s charter accounted for 31 per cent of the total 623 buses hired by groups throughout the bay area for the rally. Either new equipment or newly painted coaches were used by AC Transit, making a showing in district colors of buses double- and triple-parked for nearly a mile.

The buses rolled up a total of 11,000 miles on the charter, equal to what the district normally operates on a Saturday in its transbay service between the East Bay and San Francisco.
New Tokens Mark First Operating Year

New tokens and token holders were put on sale this month as part of AC Transit's first anniversary observance—a one-year milestone marked by a record of major accomplishment.

The bronze-colored tokens feature the district emblem and are the first new design in 14 years. Old tokens will continue to be honored, but will be replaced with the new model as fast as they are turned in.

The metal token holders, designed to fit easily in pockets or purses, are being sold with 10 tokens for $2.25 and can be obtained from operators on all East Bay Lines, including local and City Express buses. They also may be purchased at the general offices, 11th and Broadway, Oakland.

In a year-end report, General Manager John R. Worthington disclosed that the district has fulfilled the major improvements set forth in the DeLeuw, Cather engineering report which has served as a guide for service betterments promised in taking over from Key System Transit Lines Oct. 1, 1960.

Most of the promised changes, scheduled over a two-year period, were inaugurated in less than a year.

For the 47,000,000 riders carried in the first year, there have been equipment or service improvements on almost every line, extensions of service into numerous residential areas, additional schedules on transbay lines and a step-up in service frequency.

From the public point of view, the most startling improvement was in equipment. A total of 250 new motor coaches, which the district had planned to buy over a two-year period, were purchased and placed in service in less than nine months.

The fleet includes 112 air conditioned buses, which proved their success this summer, pioneering on the West Coast as a new concept of air-cooled riding.

The district added some 1,700,000 annual miles of new service during its first year, including inauguration of the first East Bay network of intercity express service.

While most transportation operators in the nation have experienced a decrease in riders and revenue, AC Transit has shown a steady growth and is continuing the trend tallied in first six months of 1961, when a revenue increase of more than 4 per cent over last year was recorded.

Financial condition of the district at the end of the fiscal year June 30, 1961, showed a net revenue of $465,301 after all expenses including depreciation and bond service requirements.

Worthington reported operating results are in accord with engineering estimates for the year and that the district is in sound financial condition.

A projection of operating revenue and expenditures was developed by district consulting engineers two years ago in which adequate funds for equipment replacement and service improvements were assured. Operations to date closely adhere to these engineering estimates, Worthington said.
# ALAMEDA-CONTRA COSTA TRANSIT DISTRICT

## Special Transit Service District No. 1

### BALANCE SHEET — June 30, 1961

<table>
<thead>
<tr>
<th>CURRENT ASSETS:</th>
<th>ASSETS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cash — Note 1</td>
<td>$1,668,607</td>
</tr>
<tr>
<td>Accounts receivable</td>
<td>49,912</td>
</tr>
<tr>
<td>Taxes receivable</td>
<td>6,300</td>
</tr>
<tr>
<td>Investment in U.S. Treasury obligations at amortized cost (market value $1,269,295) — Note 2</td>
<td>1,282,145</td>
</tr>
<tr>
<td>Prepaid expense: Materials and supplies</td>
<td>$167,525</td>
</tr>
<tr>
<td>Insurance and other</td>
<td>83,651</td>
</tr>
<tr>
<td><strong>Total current assets</strong></td>
<td><strong>$3,258,140</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>PROPERTY, PLANT AND EQUIPMENT:</th>
<th>Accumulated Amortization or Depreciation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Property and equipment acquired from Key System Transit Lines and Bay Area Public Service Corporation—Note 3</td>
<td></td>
</tr>
<tr>
<td>Land</td>
<td>$2,332,400</td>
</tr>
<tr>
<td>Buildings and other structures</td>
<td>1,473,242</td>
</tr>
<tr>
<td>Motor coaches, parts and equipment</td>
<td>3,336,475</td>
</tr>
<tr>
<td>Service cars, shop and miscellaneous equipment</td>
<td>324,324,372</td>
</tr>
<tr>
<td>Office furniture and equipment</td>
<td>50,070</td>
</tr>
<tr>
<td><strong>Subtotals</strong></td>
<td><strong>$7,516,539</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Other property and equipment:</th>
<th>Accumulated Amortization or Depreciation</th>
</tr>
</thead>
<tbody>
<tr>
<td>New motor coaches</td>
<td>$7,283,095</td>
</tr>
<tr>
<td>Parts, service cars, shop and miscellaneous equipment</td>
<td>37,987</td>
</tr>
<tr>
<td>Office furniture and equipment</td>
<td>21,634</td>
</tr>
<tr>
<td><strong>Totals</strong></td>
<td><strong>$14,859,275</strong></td>
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<tr>
<td><strong>Total Assets</strong></td>
<td><strong>$17,645,797</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>LIABILITIES AND ACCUMULATED NET REVENUE</th>
</tr>
</thead>
<tbody>
<tr>
<td>CURRENT LIABILITIES:</td>
</tr>
<tr>
<td>Accounts payable</td>
</tr>
<tr>
<td>Salaries and wages payable</td>
</tr>
<tr>
<td>Payroll taxes collected and accrued</td>
</tr>
<tr>
<td>Unredeemed tickets and tokens</td>
</tr>
<tr>
<td>Other current liabilities</td>
</tr>
<tr>
<td>Deferred income</td>
</tr>
<tr>
<td><strong>Total current liabilities</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>BONDED DEBT:</th>
</tr>
</thead>
<tbody>
<tr>
<td>General obligation bonds—Note 4</td>
</tr>
</tbody>
</table>

| ACCUMULATED NET REVENUE—Exhibit B       | $465,301 |

<table>
<thead>
<tr>
<th>To the Board of Directors</th>
</tr>
</thead>
<tbody>
<tr>
<td>ALAMEDA-CONTRA COSTA TRANSIT DISTRICT</td>
</tr>
<tr>
<td>SPECIAL TRANSIT SERVICE DISTRICT No. 1</td>
</tr>
</tbody>
</table>

We have examined the balance sheet of the ALAMEDA-CONTRA COSTA TRANSIT DISTRICT, SPECIAL TRANSIT SERVICE DISTRICT No. 1 as of June 30, 1961, and the related statement of revenue, expense and accumulated net revenue for the year then ended. Our examination was made in accordance with generally accepted auditing standards, and accordingly included such tests of the accounting records and such other auditing procedures as we considered necessary in the circumstances.

In our opinion, the accompanying balance sheet and statement of revenue, expense and accumulated net revenue present fairly the financial position of the Alameda-Contra Costa Transit District, Special Transit Service District No. 1 at June 30, 1961, and the results of its operations for the year then ended, in conformity with generally accepted accounting principles applied on a basis consistent with that of the preceding year.

Oakland, California
September 8, 1961

Thompson, Dechow & Reich
Certified Public Accountants
ALAMEDA-CONTRA COSTA TRANSIT DISTRICT
Special Transit Service District No. 1

STATEMENT OF REVENUE, EXPENSE AND ACCUMULATED NET REVENUE
For the Year Ended June 30, 1961

**REVENUE:**
- Passenger .............................................. $ 8,586,700
- Charter .................................................... 45,427
- Advertising ............................................. 56,123
- Other operations .................................... 11,127

Total operating revenue ................................ $ 8,699,377
Proceeds from taxation .................................. 444,672

Total revenue ............................................. $9,144,049

**EXPENSE:**
- Maintenance of equipment, shops, garages, buildings and grounds .......... $1,235,810
- Transportation .......................................... 4,821,921
- San Francisco terminal and other station expense .......................... 41,262
- Traffic solicitation and special service .............................. 60,174
- Public information and advertising ................................ 106,092
- Insurance and safety ...................................... 618,545
- Welfare and pensions ...................................... 269,859
- Administrative and general .................................. 440,478
- Operating taxes and licenses .................................. 363,377
- Operating rents .......................................... 40,061

Total expense .............................................. $ 7,997,579

**DEPRECIATION AND AMORTIZATION**
- Net operating revenue before depreciation and amortization ....... $1,146,470
- Depreciation and amortization ................................ 432,524

**INTEREST AND OTHER INCOME—NET**
- Net operating revenue ...................................... $ 713,946

**EXCESS OF REVENUE OVER EXPENSE**
- Total ..................................................... $ 837,530

**ACCUMULATED NET REVENUE:**
- Balance, July 1, 1960 ....................................... $ 74,372
- Add net adjustment to prior years’ operations ......................... 40,067

Subtotal ...................................................... $ 114,439

Less items paid from bond proceeds:
- Acquisition costs ......................................... $ 174,974
- Bond Interest—Note 4 ...................................... 311,694

Balance, June 30, 1961 ........................................ $ 465,301

NOTES TO FINANCIAL STATEMENTS

1—Cash at June 20, 1961 consisted of:
   - Undeposited receipts .................................. $ 61,753
   - Change and petty cash funds .......................... 78,170
   Time deposits ........................................... 1,321,694
   - Commercial bank accounts ............................. 206,990

Total ......................................................... $ 1,668,607

2—Investments in U.S. Treasury obligations include the following:

<table>
<thead>
<tr>
<th>Par Market</th>
<th>Total Investment</th>
<th>Market Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>47½%, 11-15-64</td>
<td>$ 300,000</td>
<td>$ 313,794</td>
</tr>
<tr>
<td>3½%, 5-15-68</td>
<td>320,000</td>
<td>324,345</td>
</tr>
<tr>
<td>4%, 10-1-69</td>
<td>320,000</td>
<td>330,533</td>
</tr>
<tr>
<td>2½%, 3-15-70</td>
<td>330,000</td>
<td>303,163</td>
</tr>
<tr>
<td>4½%, 1975 to 1985</td>
<td>10,000</td>
<td>10,310</td>
</tr>
</tbody>
</table>

Totals ......................................................... $1,280,000

Interest earned on these securities amounted to $30,284 while interest earned on the time deposits referred to in Note 1 amounted to $94,139.

3—On October 1, 1960, the District purchased the physical operating assets of the Key System Transit Lines and its parent company, Bay Area Public Service Corporation. The purchase price was arrived at by negotiation between the two parties after complete valuation proceedings by the Public Utilities Commission of the State of California. Allocation of the purchase price was based on an engineering report rendered by Arthur C. Jenkins & Associates of San Francisco, California under date of January 10, 1961.

The assets acquired by this purchase as well as all assets subsequently acquired are being charged against operations according to amortization and depreciation schedules prepared for the District by the same firm of consulting engineers. When certain property acquired in the initial acquisition was sold subsequently, proceeds from the same were added to the accumulated amortization account, thereby not disturbing current amortization charges but reducing amounts to be written off at the end of the amortization period.

4—The District voters authorized a general obligation bond issue of $16,500,000 at an election held on October 20, 1959. The full amount of these bonds was sold by public bid on September 29, 1960, for 100.001% of face value, at a net interest cost to the District of 3.19932%. The bonds mature serially in amounts ranging from $600,000 on September 1, 1962 to $1,400,000 on September 1, 1980. Interest on these bonds ranges from 1% for the longest series up to 6% for the shortest series. The terms of the bond indenture provide that the first year’s interest be paid from bond proceeds rather than from current revenues.

5—The District is defendant in a suit filed by Peerless Stages and of a claim by the County of Contra Costa for certain election costs. In the opinion of counsel the contingent liability of these claims is small, if any, and in no case will they be such that they cannot be met from anticipated revenue. Accidents and claims of a similar nature are covered by the insurance carried by the District.
Transit Trails

Colorful Square Lures Explorers

By Virginia Dennison

The artist that beats in the heart of everyone—well, it does, doesn’t it—could hardly beat more happily than at Oakland’s Jack London Square.

If it also beats affluently, you might consider the Square first of all as a place where it’s possible to dine eloquently and well, with ships coming up from the sea on a sunset-painted Estuary. But in the glow of good eating, you might miss an area that’s made for pleasant wandering, tinged with adventure—this is the Jack London mood—and with the kind of scenes that are pay dirt to artists, photographers and us ordinary snoopers.

It can’t be surpassed on a warm, sunny afternoon—unless it’s a warm sunny morning. It just depends on how you feel about sunsets.

BIG AND SMALL—Ships sail in all sizes on the Estuary, from pleasure craft at the new Jack London Square yacht harbor to vessels moored for loading.

If it’s a week-day, take a 11-Oakland Ave., 59-Broadway Terrace, 76-Montclair or City Express Lines 33-Berkeley or 34-MacArthur Blvd. direct to the Square. On week ends, settle for Line 11.

You’ll start your walk on a pleasant note, courtesy of the Oakland Park Department’s artistry in landscaping—flowers blooming, birds singing and ornamental fruit trees, gone stark raving mad, breaking into Springtime bloom.

Walk first past the fire house—to the new yacht harbor, where you can admire both gentry craft and peasant craft.

This is a favorite spot for artists, along with a smaller harbor nestled between restaurants at foot of Broadway.

On your way back past the fire house pause long enough to admire the chain, gas lights and old anchor planting effect—another spot for picture taking. The restaurant walkway along the estuary is another enchanting spot, especially to watch the barges which always seem to be heading out to sea and the ships which always seem to be coming into harbor. There must be a reversal of this traffic some time!

Circle around past other restaurants to the pedestrian walkway alongside the train tracks on 1st St. and you can saunter right over the top of new-tube-to-Alameda construction. You can even take a long peek into the mouth of the tube, like a curious dentist.

On this side, at the foot of Webster, you’ll find the tradition-sagging “First and Last Chance” and let your conscience be your guide.

Make your return past the converted S.P. station to look in the window of the Carpenters’, Shipwrights’, Joiners’ and Boat Builders’ Union headquarters on Broadway and a historical display of shipbuilding photographs and tools—worth a visit in themselves.

Now—are you hungry?
New Group of Employees Welcomed

Greetings were in order this month for a new group of employees, assigned as follows:

Emeryville Division

Maintenance: Clover C. Whittington, 1069 Georgean St., Hayward.

PfB: Verona J. Gould, 1811 Hearst St., Berkeley; Dorothy M. Finato, 2383 Durant Ave., Oakland.

Richmond Division
Bus operator: Carl Rayfield, 2001 23rd St, San Pablo.

AC Workers Support United Crusade Plea

A joint campaign by AC Transit management and labor to attain 100 per cent participation in the current United Crusade drive shows a response by employees to date of 83 per cent.

A total of $9,267 has been turned in to crusade headquarters and another $2,812 in cash and pledges has been reported, making a total of $12,079 accounted for to date.

The campaign continued in high gear in an effort to reach the total participation goal. So far, there are 1,117 pledges from the district's 1,344 employees.

The Carmen's Union is not only joining in the drive under the leadership of President F. Vern Stambaugh, but the union headquarters office will also report its participation with the district.

In behalf of the Crusade, the district also has donated transit advertising space, valued at $2000, on bus exteriors.

She Bowls Them Over

Bus Operator Tallies Up Impressive Record at Motherhood and Bowling

Mrs. Bessie Hanson, a quietly pleasant bus operator at the West Contra Costa division looks like a youngish grandmother—which she is. But she can also take expert honors in several surprising fields.

She's tallied up an impressive score in motherhood, probably the highest in the district—nine children and 13 grandchildren—and an equally impressive average in bowling—161—which is a bit over the women's average of 124 and the men's average of 154.

As for leading a full and busy life, she's the captain of two bowling teams, and cook and housekeeper for her husband, Ralph, and the four children remaining at home, 3444 Belmont Ave., in El Cerrito.

She has been driving a bus out of the West Contra Costa division for the past 10 years and says she thoroughly enjoys it. And she still has time to take care of a nursery of two-year-olds every Sunday morning and evening at Richmond's First Southern Baptist Church.

Unassuming and attractive, Bessie—as fellow workers and transit riders alike call her—doesn't even look like she could roll such an accurate bowling ball, wheel around a bus and still do all her shopping and housework.

And she definitely doesn't look like a shipyard welder. But that was her role during the war years—long underwear, leather pants, all on the graveyard shift at Richmond shipyards.

In 1951, when Key System Transit Lines resumed hiring women bus operators, Mrs. Hanson went to work at a job she enjoys immensely. She likes to drive and she likes her passengers, though this month she will turn in her old customs on Line 72-Macdonald Ave. for a new group on the transbay L-Richmond line.

Never athletic, Bessie agreed to try her hand at bowling in 1953, during the long transit strike. With other women from the division, she formed a Key System bowling team and she's been rolling them out ever since, currently on a women's team and a mixed team.

In the motherhood division, Bessie can list Patricia, Norma Jean, Ruth, Betty, Donald, Ronald, Carol, and twins Robert and Richard—with the last four at home. Most of the children and grandchildren like in the Bay area, except for Ruth in New York and Donald—overseas in Japan.

Bessie Hanson

"It's a Strike!"
At an adjourned regular meeting September 27, 1961, the Board of Directors:

- Authorized special audit of casualty insurance reserves, etc., on motion of Vice President Copeland.
- Established board meeting fees for directors at $50 per meeting not to exceed $150 a month, as provided under State law, on motion of Director Coburn.

* * *

At the regular monthly meeting October 11, 1961, the Board of Directors:

- Approved installation of payroll deduction plan for purchase of United States savings bonds by employees, on motion of Vice President Copeland.
- Authorized General Manager to request amended legislation regarding highway vehicle code requirements for outside right hand mirrors and inside sun visors on buses manufactured prior to 1960, on motion of Director Berk.
- Commended district personnel and expressed Board's appreciation of excellent work done by employees in "Family Rosary" charter operation October 7, on motion of Director Coburn.
- Reduced fares for children between 13 and 16 inclusive to 10 cents, on motion of Vice President Copeland.
- Accepted report of Project Development Committee recommending purchase of new buses and referred matter to Finance Committee, on motion of Vice President Copeland.
- Approved recommendation of Project Development Committee on request for compensation by Emil H. Miller Lines in regard to new AC Transit service in Hayward, on motion of Vice President Copeland.
- Approved employment of casualty insurance consultant, on motion of Vice President Copeland.
- Established per diem rate for allowable expenses while on authorized travel outside the district, on motion of Director Berk.
- President Bettencourt appointed a special committee to study general office building facilities and the problem of locating the general offices upon expiration of the current lease arrangement. Members include President Bettencourt, chairman, and Directors Berk and McDonnell.