Season's Greetings

from

The Board of Directors and Staff

ALAMEDA-
CONTRA COSTA
TRANSIT DISTRICT
Savings Bond Purchase Plan Instituted

District employees will be able to "save all the work of saving" by purchasing U.S. Savings Bonds through a payroll plan starting January 1.

A letter, notifying all workers that the plan will be available, explained how bonds can be purchased on the time plan after employees have specified how much they want to save each pay day.

Through the payroll savings plan, employees can designate any amount they want saved and it will be set aside from wages automatically, accruing toward the purchase of the savings bonds. Series E bonds now earn 3% per cent interest.

In the third week of each month, the amount saved by each individual will be totaled and if it is enough, a bond will be purchased and mailed to the worker's home. If not, the amount will be carried over to the following month, building up until enough is reached to buy each bond.

Deductions Authorized

Cards, mailed to each employee with the December 15 paycheck, carried authorization for the savings plan. Applicants may select any amount to be deducted each pay day, as large or as small as wished.

New Self Insurance Program Established

AC Transit will establish its own department to handle accident claims starting January 1.

The board of directors voted to cancel a contract with Transit Casualty Co., which has been handling claims, and to develop a program of partial self-insurance to take effect on the January 1 contract cancellation date.

General Manager John R. Worthington, who recommended the change, estimated the self insurance plan will save the district $80,000 to $150,000 a year.

The district has been paying Transit Casualty about $750,000 annually, including 12% per cent for administrative costs.

Under the new program, the district will handle its own casualty insurance coverage up to $50,000 per accident and will contract with a private insurance company for coverage above that amount.

Simplified Signs Posted at Bus Stops

New metal signs were being posted at all of the district's 175 downtown Oakland bus stops this month, making it easier for shoppers and other passengers to use their bus system.

The new multi-colored signs contain the number of each line observing the stop, along with the line's destination and the principal street it travels.

An innovation in the transit industry, the signs are designed to simplify use of the transit system. Even riders who do not normally use the service should be able to tell quickly and more easily which bus to take to reach their destination. They are also expected to further stimulate use of the four City Express lines, which might otherwise be avoided by passengers unfamiliar with their fast routes to Berkeley, East Oakland, San Leandro and the Hayward-San Lorenzo area.

Simplified Signs—First of the new signs, designed to make bus travel easier, are erected on turquoise-painted poles at Latham Square shelter by maintenance workers Louis Britos (left) and Frank Lauracello.
Wages Increased for Transit Employees

Adjustments Approved After State Job Study

Salary adjustments for 150 supervisory personnel and office employees were approved by the board of directors this month to go into effect January 1.

The salary adjustments, with an average increase of 6 per cent, were the result of recommendations made by the Cooperative Personnel Services of the State Personnel Board to establish job classifications, job qualifications and salary ranges for all non-contract positions.

The salary range for each classification is set up in three progressive steps, providing for salary advancements during the first five years of employment.

Although increases will vary according to classification, total annual cost to the district is estimated at $50,000.

The survey, by the State Personnel Board, was undertaken in May of this year on board directive, to identify the kind of work performed by non-contract employees, and the level of responsibility and difficulty of work involved, to set up a comparable salary plan, and to establish a salary and classification schedule.

The directors adopted many of the recommendations made in the study, including the classification schedule. Along with spelling out the duties of various jobs, the survey sets up specifications for desirable qualifications in terms of experience, education and other special requirements as a guide for recruiting.

Still under study by the board of directors is a health and welfare program for non-union employees, including a proposal for basic and major medical coverage. Contract employees already are covered by a health and welfare plan.

New Contract Wage Rates Take Effect

Wage increases giving more than 1,180 bus operators and mechanics an additional 14 cents an hour, went into effect this month.

The automatic salary boost was scheduled in a two-year contract approved by the AC board of directors and members of the Carmen's Union shortly after the start of district operations in October, 1960.

Under the proposals, drivers and other workers got a wage hike on Nov. 1, 1960, and another raise as of the first of this month.

For operators, the two-step boost has added 29 cents an hour to their salary, bringing their hourly wages to $2.69. Similar increases were given to operating personnel and maintenance workers, with the exception of top mechanics. Their new hourly rate is $3.14.

Benefitting from the raise are some 954 operators, 137 mechanics, 58 service employees and other personnel in the maintenance and operating departments.

At the time of the agreement, it was estimated the wage boost and other benefits would cost the district $611,977 the first year and an additional $526,373 the second year.

New Map Available

New maps showing lines operated by AC Transit, together with points of interest, may be obtained free of charge at district offices, 1106 Broadway, the Transbay Transit Terminal in San Francisco or by phoning OLYmpic 3-3535.
District Moves to Reduce Traffic Delays

In an effort to reduce traffic tie-ups that have delayed buses as long as an hour and 40 minutes, AC Transit's board of directors requested the State Toll Bridge Authority this month to restrict private autos from the lower deck of the Bay Bridge during commute hours.

The directors unanimously called upon Norman C. Raab, division chief of the bridge authority, to clear cars from the truck and bus deck in an effort to speed up traffic during reconstruction of the bridge tunnel.

Director William H. Coburn Jr. pointed out that if the district could guarantee dependable performance during the reconstruction period, more people would ride the buses and thereby reduce the automobile congestion.

Much of the time, construction crews have been unable to finish their work prior to the commuter rush, resulting in some of the biggest traffic jams in bridge history.

Since the beginning of severe tie-ups on the bridge, an increasing number of commuters are using public transit, General Manager John R. Worthington reported. He, too, predicted that still more would ride the buses if schedules are dependable every day, with less traffic to pile up on the bridge.

Coburn stressed that "about half the people now crossing the bridge during the rush hours travel by bus, and these people also deserve consideration."

San Leandro Bus Service Extended

An extension to Line 40--Foothill Blvd. went into operation this month to provide improved service between East Oakland, San Leandro, Castro Valley and Hayward.

The extension closes a six-block gap between the previous terminal of the Foothill line near Revere Ave. and Foothill Blvd. in Sheffield Village, and Line 80 operating along Estudillo Ave. and MacArthur Blvd.

By extending Line 40 to a new terminal at Estudillo Ave. and Collier Dr., passengers are able to conveniently transfer between buses on the two lines. As result of the connecting link, a more convenient service will be provided not only to Castro Valley and Hayward generally, but to Fairmont Hospital, Bishop O'Dowd High School, Sheffield Village, the new Memorial Hospital at Bay-O-Vista, Estudillo Shopping Center, and outer MacArthur Blvd.

Monthly Reports Will Show District Financial Standing and Progress

Financial reports will be issued monthly to show the standing and progress of the district. During October—the first month to be reported under the new plan—passenger revenue amounted to $1,097,447, an increase of 8.2 per cent over the same month last year. Total revenues for the month were $1,135,153, an increase of $105,126 over last year.

The receipts are adequate to cover district expenses, provide for depreciation and interest on bonded debt and allow $45,058 towards retirement of bonded debt and capital improvements.

The current level and growth in passenger revenue, together with accumulated funds, is more than sufficient to meet the first principal payment of $600,000 next September in retirement of the district's bonds.

A Christmas Greeting to AC Transit Employees

For all my associates, may I wish the most joyful of Holidays, and continuing prosperity for the coming New Year.

The efforts put forth by all have made 1961 a year of outstanding success for AC Transit. It is particularly satisfying to believe these results are not a temporary flash because of newness or novelty. The increased patronage, month by month, is reaching its highest point during the last months of the year. I am confident that at the end of the next year these same greetings can be repeated with continued assurance for the future.

Merry Christmas.

Sincerely,

John R. Worthington
General Manager

Operators Extend Season's Greetings

Along with their more usual job of dispensing change and information, bus operators this year once again extended their own "season's greetings" to passengers.

Some 20,000 Christmas cards were made available to the drivers, so they could give a personal holiday message to patrons, particularly regular riders who have become familiar customers during the year.

The cards this year had a streamlined look and featured the wish for a "safe and happy holiday season."
Amateur Toy Maker Finds Transit Buses Are Fun to Ride—Even in Small Sizes

When they make a better mouse trap, AC Transit has just the man who will use it. Not for mice, though, but for something like blowing up a toy freighter with a toy torpedo shot from a toy submarine.

With the help of mouse traps, rubber bands, and a great deal of hand work and ingenuity, Arthur Spedowffski, who works in the body shop at the Riverview division, fashion the kind of action toys that arouses wonder—and enthusiasm—from kids of all ages.

He makes miniature AC Transit buses, complete to the district emblem, which are big enough and sturdy enough for youngsters to ride on. He also makes—this is where the mouse trap comes in—boats that fly apart with realistic zoom, after they come under attack from a rubber-band triggered torpedo launched from a submarine.

Spedowffski also fashions religious shrines for indoor use, trucks and trailers for the youngsters and no telling what else might be added to his creations.

A transit worker for the past 17 years, Spedowffski turned to toy making during World War II when it was difficult to buy metal playthings for his three children.

He started first with a model street car and enthusiasm has carried him along into quite a production. He has made small, but rideable, Key System trains and street cars and even a double-decker Greyhound bus. Then, when the new AC "Transit Liners" arrived, he studied blueprints, converting them to the 1-inch scale he uses, and started turning out small buses, using wood, roller skate wheels and the district paint scheme to get the look-alike model.

It takes about a week, a couple of hours a night, to make one bus. But such handiwork has become something of a family endeavor at the new family home, 3729 Madrone Ave., Oakland.

Bus Goes Caroling to Homes of Shut-ins

The caroling usually becomes something of a neighborhood event, according to Peacock, Windows fly up, crowds gather and sometimes the singers are offered a bite to eat or contributions for their church.

The project has grown so in enthusiasm each year—with more than 60 carolers crowding into the bus last year and greater numbers expected this year—that Peacock thinks they're going to have to start "stretching" the coaches.

After making 15 or 20 stops, the carolers return the bus, then gather for a midnight snack. The employer of one of the singers invited the entire group to his Orinda home last year to show his appreciation of their activity.
A Trend in the Making

Transbay service between Alameda and San Francisco received a “pat on the back” this month from members of a former car pool who have switched from private car to public bus. The letter, signed by Mrs. Betty Luera of 1094 Versailles Ave., Alameda, “and friends,” follows:

“For some time now I have been asked to write you and compliment you on your simply terrific bus service. Eleven of us women used to pool our car to San Francisco to Anglo Bank where we work, but now with those new wonderful buses, it is a pleasure to ride them, and your bus drivers are so courteous and nice to us. We go to sleep on those wonderful seats, wake up rested, but we hate to leave those gorgeous buses. How can you give such wonderful service for so little? Don’t get us wrong, we don’t want to pay more, but we would if we could. Keep up the wonderful service.”

New Group of Workers Welcomed Aboard

Twenty-four new employees went into district service during the month, most of them drivers who finished training and were assigned to the various operating divisions. They include:

**Emeryville Division**

Bus Operators: J. D. Anderson, 2328 Buena Vista Ave., A. L. Terry, 2472 Potter St., Oakland; Bryon Lynn, 1545 D St., Hayward; C. E. Givens, 735 Laguna St., Apt. 1, San Francisco; H. D. Wiltfang, 3742 Madrone Ave., Oakland; J. G. Davis, 7526 MacArthur Blvd., Oakland; L. F. Manning, 7318 Ney Ave., Oakland; W. A. Neubert, 210 West Jackson St., Hayward; W. J. Morse, 2734 13th Ave., Oakland.

Maintenance: Robert F. Russio, 9927 Voltaire Ave., Oakland.

Schedules: David A. Ames, 2101 Telegraph Ave., Oakland.

**East Oakland Division**

T. H. Robblee, 14716 Harold Ave., Apt. B, San Leandro; J. A. Petross, 2742 Eastgate Dr., Concord; D. B. Lake, 5845 Alpine Rd., Richmond; C. G. Cartner, 3604 McBryde Ave., Richmond; S. R. Teater, 911 Grant Ct., Richmond; W. E. Renson, 1210 Santa Clara St., Richmond; C. J. Cook, 612 30th St., Richmond; E. V. Costa, 729 El Centro Blvd., El Sobrante.

**General Office**

Treasury: Charles H. Pomey Jr., 4300 Carrington St., Oakland; James W. McCracken, 9000 Thornhill Dr., Oakland.

More Information

A note or phone call to the transit district—Olympic 3-3333—will place your name on the mailing list for *Transit Times* if you are not already regularly receiving a copy of the monthly newsletter.

Death Comes to Street Car Veterans

Five Key System pensioners recently passed away, all of them veterans of street car days.

Jesse L. Knowlton, 77, who died November 21, was pensioned in 1952 after 34 years of service, most of it as a street car operator. He had been living in San Gabriel.

James J. Mallen, 88, of 416 Florence St., Oakland, who died November 22, went to work as an operator in 1906 and was pensioned Jan. 1, 1946, after almost 40 years on the cars.

Eugene P. Herrier, 85, of 2165 39th Ave., Oakland, died November 23. He joined Key System in 1900, working 45 years before he was pensioned, serving in the maintenance department at the Central car house, as night foreman at the Old Eastern division and as first class pitman at the 96th Ave. car house.

Walt M. Whitman, 68, who died November 27, went to work in 1918 and was a street car operator out of the Central division before he switched to the motor coach division in 1933. He was pensioned in 1955. Mr. Whitman lived at 1611 68th Ave., Oakland.

James D. Henderson, 81, of 3300 East 16th St., Oakland, died November 29. Pensioned in 1946 after 35 years of service, he was a street car operator.
At an adjourned regular meeting November 16, 1961, the Board of Directors:

- Established a claims department under a program of partial self-insurance, on motion of Director Berk. (Details, Page 3.)

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At the regular monthly meeting December 13, 1961, the Board of Directors:

- Proposed restricting use of lower deck of San Francisco-Oakland Bay Bridge to commercial vehicles during commuter hours, on motion of Director Coburn. (Details, Page 6.)
- Established job positions and salary ranges for supervisory personnel and office employees, on motion of Director Barber. (Details, Page 4.)
- Authorized extension of service on Line 40-Foothill Blvd. to Estudillo Avenue, San Leandro, on motion of Director Coburn. (Details, Page 6.)
- Determined prevailing wage rates in connection with bid procedures for contractual installation of new building heating facilities, on motion of Director Berk.

East Oakland Supervisor Promoted

R. M. Detloff, a veteran supervisor, has been appointed assistant superintendent at the East Oakland division.

Detloff went to work for the Key System 21 years ago as a street car operator and was made a supervisor 2½ years later, a position he held until his present appointment.

As a supervisor, Detloff worked throughout the system, but the Emeryville division has been more or less "home base" for more than two decades.

He doesn't know whether to call it a "hobby" or not, but in his spare time, Detloff builds houses—from the planning stage right through to the last detail in cabinet work. He presently resides with his wife, Clara, in the last of the four new homes he has constructed, this one at 872 Seaview Dr., El Cerrito. He also has remodeled three other houses and finds time for ocean and bay fishing.