Exclusive Bay Bridge Lane Speeds
Commuter Bus Travel, Avoids Delay

Commuter buses from San Francisco were rolling across the Bay Bridge twice as fast as automobiles this month as result of a special exclusive lane set aside for transit use.

Buses were making the trip across the span in a fast 13 minutes, by-passing stalled vehicular traffic.

While AC Transit coaches were moving along briskly on the lower deck, cars on the upper deck were proceeding bumper to bumper, taking about 25 minutes to cross the span during the evening commute rush.

The special lane was established by the State to speed commuter travel during reconstruction work. The plan, applauded by Governor Edmund G. Brown, was devised to encourage riders to change from autos to public transportation to relieve the peak hour congestion caused by the "hump" and bridge lowering construction.

The special lane, previously set aside for contractor's operations, gives buses an exclusive right-of-way along the bridge rail between the San Francisco anchorage and the west portal of Yerba Buena Island tunnel.

The lane is used by buses whenever traffic in the two normal lanes is con-

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William Bettencourt Re-elected Head of Board, Names Committee Appointments

William J. Bettencourt, San Leandro business executive, was unanimously elected this month to serve as president of AC Transit board of directors for the coming year.

Bettencourt, who will be serving his second year as head of the board, has been a director since the district was organized in 1956.

Re-elected to serve with him as vice-president, also for a second term, was Col. Robert M. Copeland of Kensington, retired Army engineer.

In accepting his re-election, Bettencourt spoke of the district's past record in transit growth, but warned:
"We must exercise vision and imagination during the coming year, since revenue must continue to increase if we are to operate at the same level of taxes and fares.
"AC Transit must continue to progress with the times," he said.

Bettencourt, news bureau manager for Friden, Inc., is president of the San Leandro Citizens' Development Committee, which currently is planning a $4,000,000 downtown revitalization program.

He also is chairman of the St. Rose Memorial Hospital citizens' advisory board and is deputy district governor of Serra International.

Colonel Copeland served the Army Corps of Engineers more than 30 years before his retirement, stationed in different parts of the world. He is a director of the Stege Sanitary District in El Cerrito.

As one of his first orders of business, Bettencourt announced the following committee appointments for 1962:
Special committee on office building facilities: Robert K. Barber, chairman; William J. Bettencourt, Robert M. Copeland.

Bettencourt and Copeland are ex-officio members on all committees.

Ticket Seller Turns In Till for Hobbies

George B. Roth, 69, ticket seller at the Transbay Transit Terminal in San Francisco, will turn in his till March 1 to devote some time to fishing, dwarf trees and shop work.

Roth, who lives at 841 Morrell St., Hayward, was a train motorman from 1923 to 1928, left the company and returned to temporary work as a supervisor at the 1939-40 Golden Gate International Exposition. He then became a special officer at the terminal in 1941.

During World War II he was a receiver at the Emeryville and East Oakland divisions, then returned to the terminal in 1945 as a ticket seller.

Transit Veterans Return to District

In establishing a district claims department this month, AC Transit welcomed back into the fold workers who date their experience to the days when East Bay transit had a variety of names, eventually known as the Key System.

Veterans of the days when transportation ranged from ferry boats to street cars, claims department employees were switched from the Key System to Transit Casualty Company, the claims representative of National City Lines, in July, 1952.

Their return follows the decision of the AC board of directors to cancel a contract with Transit Casualty and to develop its own self-insurance program.

Members of the claims department will continue to work in the same location, on the sixth floor of the headquarters building, 1106 Broadway, under the direction of Mel C. Chapman, who has been in charge since 1929.

Chapman previously — from 1922 to 1929 — was one of the attorneys who handled trial work for San Francisco-Oakland Terminal Railways.

A native of Oakland and the son of a well known East Bay attorney, the late M. C. Chapman, the claims department head attended University of California and Boalt Hall, taking his bar examination in 1918 after time-out for World War I.

Chapman, 65, lives with his wife, Dorothy, at 535 Merritt Ave.

Former Key System personnel working with him include Fred E. Clareage, senior adjuster; F. N. Gardin, property damage supervisor, both former transit operators; George Zeigenfuss, claims supervisor, who started in 1921 as a street car conductor; C. P. Regan, claims supervisor, and Miss Carolyn Litster, chief clerk.

Other department members include L. C. Counts and Richard Mills, attorneys; Allyn Hogaboom, Leon Maddox, Richard Reinberger, Norman Roe, adjusters, and Lois Cowden and Anna Baca, stenographers.
1962 Looms as Crucial Year; Continued Revenue Gain Necessary to Meet Costs

AC Transit has started the new year with a record of achievement, but with knowledge that 1962 is a crucial year—the year the system has to begin earning enough to pay its own way.

The district rolled into 1962 with soaring passenger gains and with most of its promised improvements accomplished.

But the number of riders hasn't caught up with the costs of new service and the meeting point must be reached this year, if the system is to continue under the present tax and fare structure.

Directors of the district believe the next few months will tell the story. If the patronage picture of 1961 continues, the riders will not only be enjoying the nation's best bus transportation, they can take pride in one of the few systems in a financially successful, stable position.

Passenger revenue showed a marked increase in 1961, totaling $11,687,000, a boost of 4.8 per cent over 1960.

In planning AC Transit's operations, engineers had estimated annual traffic boosts of 3 per cent, with the year coming up as the decisive point.

They expected the district to accumulate a surplus in the first months of operation, when new service and new equipment were not draining revenues and when there was no interest to pay on bonded debt.

First Year Surplus

By the middle of 1961, in line with their estimates, all new services began drawing heavily against this reserve, and bond serving costs and other expenses were added.

A large portion of the reserve will be expended by the middle of 1962 and the district must then be carrying enough passengers to meet its costs.

"Because of passenger response, we're facing this crucial point in a better position than we anticipated," according to William J. Bettencourt, board president.

"We have had constant gains in passenger revenue—remarkable when you consider transit throughout the country was down 3.5 per cent in 1961.

"We think it proves that if you give people good equipment and good service, they'll discover the advantages of riding the bus."

In its accomplishments for the year, the district could list the addition of 2,250,000 annual miles of new service and 250 new buses put into operation.

For the 49,000,000 riders carried during the year, there were equipment or service improvements on almost every line, extensions of service into residential areas, additional schedules, and a step-up in frequency.

Scores of innovations were introduced, among them the Pacific Coast's first large fleet of air-conditioned coaches.

These proved their popularity during the first hot spell and were responsible for unexpected summer passenger gains, in the opinion of General Manager John R. Worthington.

A new type of service, the City Express, went into operation in March, joining Berkeley, Oakland, San Leandro and Hayward in a fast transit link.

"Most of the planned improvements were accomplished during the year," Worthington said, "and in half the time originally scheduled. But we still plan continued improvements."

Included under projects for 1962, for example, is the purchase of another 20 to 25 air conditioned buses, increasing the system's total bus fleet to 654. Also planned is new cross town service for San Lorenzo and southern portions of San Leandro.

Special Lane Speeds

Buses Across Bridge

(Continued from Page 1)

The west end of Yerba Buena tunnel, State highway patrolmen are on duty to merge the buses into the two lanes of traffic. As result, buses are able to move right along, avoiding the bottleneck that developed when reconstruction of the tunnel commenced nearly two months ago.

During peak hours, nearly half of the East Bay commuters travel by bus. During the top commuter period, AC Transit has an eastbound bus leaving San Francisco every 14 seconds; with 238 coaches crossing the bridge between 4 and 6 p.m. With the special lane, buses again were maintaining schedules.
Young Rider Gets Lots of Answers

A 10-year-old bus enthusiast had a chance to stump the experts this month and although she may have staggered maintenance manager Brooks Rice now and then, at least he didn't fluff any answers.

The girl, Carol Gladstone, sixth grade student at Cragmont School in Berkeley, collects bus information the way other girls collect miniature animals or dolls.

Armed with two hours' worth of questions about bus equipment—particularly as to numbers and series—she got a full run-down from Rice and then was taken on a tour of the Emeryville division to look over some of the buses she's missed in her personal search.

She also saw the wash racks and learned how buses are maintained and over some of the buses she's missed in her personal search.

She was so enthused about looking at buses at University and Shattuck Aves. recently that she completely forgot a flute lesson and spent the afternoon, instead, spotting new numbers.

Carol's intense interest came to the attention of AC Director Robert K. Barber and the tour was arranged so she could get answers to some of her questions, like what was bus 302 doing down near San Jose?

Answer: on a charter.

And why do Los Angeles electric coaches have the same color scheme and numbers of former Key System equipment?

Because they were once operated by National City Lines, former owners of Key.

Unusual interests is nothing new for Carol. Previously she "went through" mechanics and engineering principles and currently is sharing her bus hobby with photography.

Key System Workers Taken by Death

John G. "Jack" Stuart, former superintendent of railway equipment at the Emeryville shops, died this month, shortly before his 70th birthday. Mr. Stuart retired in 1953, after 24 years of service.

Mr. Stuart worked as master mechanic and chief inspector of the mechanical department before taking over as superintendent. Old timers also remember his trained dog, who on visits to the shops, showed that a pooch could really flip along with many other accomplishments.

Surviving is Mr. Stuart's widow, Lucy, of 410 41st St., Oakland.

Death also came in January to Homer F. Van Dyke, 81, former Key System rail operator, pensioned in 1944 after 34 years at the controls. His wife, Evelyn, lives at 5137 Foothill Blvd., Oakland.

Another veteran street car and train operator, John George Green, 74, died December 28. He entered service in 1922, retired in 1952. A native of Ohio, he was a member of the 1922 American Legion Post at 10th and 19th Sts.

Clark Owens, as a motorman in 1941, died December 12. He was 53 and lived with his wife, Besse, at 1259 Terra Ave., San Leandro.
At an adjourned regular meeting December 27, 1961, the Board of Directors:

- Approved terms of final termination agreement between the District and Transit Casualty Company incident to inauguration of partial self-insurance program January 1, 1962, on motion of Vice President Copeland.
- Established salary ranges and position descriptions for several non-contract employees, on motion of Director Barber.
- Provided for withdrawal of funds by claims personnel in connection with self-insurance program, on motion of Director Warren.
- Established policy governing pensions and other fringe benefits of Transit Casualty Company employees hired by the District and who had previous service with Key System Transit Lines, on motion of Director Coburn.
- Approved new five-year contract with Fielder, Sorensen & Davis, transit advertising agency, on motion of Vice President Copeland.

At an adjourned regular meeting January 8, 1962, the Board of Directors:

- Re-elected President Bettencourt and Vice President Copeland to their board offices for the 1962 year, on motion of Director McDonnell.
- Awarded $7,133 contract to East Bay Sheet Metal Works for installation of heating system at East Oakland division, on motion of Director Barber.

November Incomes Show Continued Gain

AC Transit income continued to show a steady revenue climb in November, totaling $1,054,250, an increase of $78,015 or 8 per cent over a year ago. The receipts were adequate to cover operation and maintenance expenses, depreciation and interest on bonded debt, and to allow allocation of $15,037 towards retirement of bonded debt.

Operating and maintenance expenses of $933,632 were an increase of $61,435 over the same month last year, due to greater operating mileage—amounting to an additional 178,226 miles for the month—and increased wages for drivers and mechanics.