TRANSIT CHIEF MOURNED

Death Takes J. R. Worthington, First General Manager of Transit District

The sudden death of John R. Worthington, general manager of AC Transit, brought tribute and regret this month from the people who worked with him, from the community he served and from representatives of the transit industry throughout the nation.

Mr. Worthington died of an unexpected heart complication on February 10, a day after his 61st birthday. He had been hospitalized a week for treatment of a chronic lung illness.

Although plagued by failing health, he refused to bow to his illness and drove himself tirelessly in an effort to fulfill his promise of helping to make AC Transit the "best transportation system in the nation."

How well he succeeded was apparent from the plaudits of other executives, who heralded him as an executive whose vision and forceful planning had much to do with the success of district operations. Equal praise came from transit workers and from shocked colleagues.

William J. Bettencourt, president of the board of directors, mourned his death as "a great loss to the district and the community he so faithfully served."

The success of the district, he added, "attests to the remarkable abilities of Mr. Worthington which are so widely recognized throughout the transit industry."

Further tribute was paid in a notice from the board president to all employees, posted on bulletin boards throughout the district.

From the workers themselves, and from the public in general, came other messages, all in accord in honoring the dynamic, razor-sharp ability of Mr. Worthington and in exploring his death.

F. Vern Stambaugh, president of Carmen's Division 192, eulogized him as "one of the finest men in the district." Stambaugh credited him with "building a better transit system than most people realize."

Symbolic of Mr. Worthington's position as a widely recognized authority on all phases of urban transportation, his funeral services were attended by representatives from many branches of the transit industry.

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Celebration to Launch New Transit Line

A day-long celebration, featuring free rides for workers as well as shoppers, will launch AC Transit’s new Line 93 with traditional southern Alameda County enthusiasm on March 5.

The new crosstown line will give San Lorenzo residents their first neighborhood bus service and will provide additional transit for south San Leandro, as well as a direct route to Fairmont Hospital.

As result, riders will have access to shopping centers and business districts, to widely spread residential areas and to transfer connections with trunk lines to other East Bay cities and San Francisco, including the 30 and 32 City Express.

The retail council of the San Leandro Chamber of Commerce and merchants of the Bay Fair Shopping Center are participating in the welcome to the bus service, inviting residents to be their guests on opening day.

The sponsoring groups decided to offer free rides during the entire period of first-day service, 6 a.m. to 7 p.m., to give workers a chance to try the new line, as well as shoppers.

A letter from William J. Bettencourt, president of the district board, is being mailed to approximately 7,000 families in the area, explaining how the service can be used, the district’s fare structure, and expressing a “welcome aboard.”

Included with the letter will be a timetable and a map, showing all of the service in southern Alameda County, plus information on how to reach various places, such as city, county and state buildings, parks and recreation spots, hospitals and colleges, by bus transportation.

All stores in the Bay Fair Shopping Center also will post cards in their windows, with a map of the new service and a timetable of operations.

The San Leandro Chamber plans to have “sunshine sweethearts” aboard Line 93 on opening day to add a personal welcome and to pass out timetables and maps.

Buses on the new line will fly colored pennants of persimmon and Tahoe turquoise and will carry signs, on the outside and on the fare box, announcing the “free ride” day.

Line 93 buses will operate 6 a.m. to 7 p.m. daily except Sunday, observing a 30-minute headway.

With Paseo Grande and Hesperian Blvd. as one terminal, Line 93 will travel through San Lorenzo, looping via Channel St., Grant Ave. and Bockman Rd., returning to travel along Hesperian to the Bay Fair center on East 14th St. in San Leandro. The line will continue along East 14th to 159th Ave., and via 150th to Foothill, passing in front of Fairmont Hospital before making a terminal loop via Foothill, 149th Ave. and 150th Ave., back to Foothill and returning to San Lorenzo in the reverse direction.

Along with approving the new service, the AC board of directors approved a change in the routing of Line 81 and trips on the transbay R line operating through Washington Manor, making use of Lewelling Blvd. instead of Fargo Ave.

Emeryville Mechanics Win First Honors
In New District-Wide Road Call Contest

The Emeryville maintenance division of AC Transit started off the new year and a new road call contest by winning first honors in a competition to determine which division can tally up the highest miles per road call.

The trophy went to Emeryville mechanics for the record in January, 11,313 miles per road call.

The contest, sponsored by the maintenance department, features a revolving trophy, a result of a suggestion by Mr. Worthington, general manager.

Told of the proposed contest by Maintenance Manager Brooks Rice, Mr. Worthington not only gave hearty approval, but added the idea of a trophy.

Special glass cases have been erected at each division with a place for the trophy, which features the AC Transit emblem and a model of a diesel engine. Name plates in the empty cases will tell where the trophy is on display for the month.

A special bulletin will give further details on which division won the award and the total of miles.

The contest was started to encourage mechanics to do such a good job, repeat calls will be avoided and possible mechanical troubles prevented.

To determine the winner, the total mileage turned in by buses at each division is divided by the number of road calls for mechanical help made by drivers. Highest mileage figure wins, according to Rice.

Retirement Scheduled
For Walter Tresemer

Walter L. Tresemer, account clerk in the accounting department at General Offices, is scheduled for retirement March 1.

Tresemer came to work for Key System as an equipment clerk in Way and Structures, transferring to the engineering department of the Richmond Shipyard Railroad for service during the years of World War II. He moved to the accounting department in 1948. Tresemer lives at 1570 Pacific Ave., Alameda.
WELL-WISHERS — Sending “Peralta” on her way were Mayor John L. Davie of Oakland; Mrs. Herminia Peralta Dargie, who christened ferry; Mayor Frank Otis of Alameda, among official guests.

PRIDE OF THE KEY SYSTEM — The ferry “Peralta” slides down the ways after launching ceremonies at Moore Dry Dock in Oakland on Oct. 14, 1926. Legend claims the boat stuck on the ways—a bad omen in launching tradition. The ferry fulfilled belief.

New Honors for Former Ferry ‘Peralta’

By Virginia Dennison

Visitors to the Seattle World’s Fair this year may meet an old friend, the once-time ferry “Peralta,” which shook a jinx and a name for a new career on Puget Sound.

Once the pride of the Key System, the ferry was rebuilt and rechristened the “Kalakala” 27 years ago after a disastrous tour of duty in local waters. With her “ill-fated” days behind her, the “Kalakala” has led an exemplary life as the flagship of the Black Ball Line and more recently, as the favorite standby of Washington State Ferries.

She’ll take on new honors during World’s Fair days, carrying visitors to the Naval shipyard at Bremerton to see a display of Navy craft.

Old-time commuters will never recognize her as the wide-beamed “Peralta,” which caused so much trouble during her brief years as a Key System ferry. Legend has it that she started off under a “bad omen” by faltering on the ways during her launching Oct. 14, 1926, at the Moore Dry Dock in Oakland.

But if she got stuck on the ways—a traditionally bad sign—there was no hint of pending disaster in newspaper accounts of the launching or in scenes captured at the time on a photographer’s glass plates.

The plates have been recovered by AC Transit and prints made to add to historical material being gathered on the past of the Key System and East Bay transportation in general.

The photos show a gala scene. From a launching platform draped in flags, Mrs. Herminia Peralta Dargie christened the ferry in the name of her great grandfather, Don Luis Maria Peralta.

The distinguished party included Oakland’s most distinguished-looking man, Mayor John L. Davie; Mayor Frank Otis of Alameda and other officials. And there was unanimous praise for the “Peralta’s” fireproof construction and her “unsinkable” status.

But hardly had she been put into service when the “Peralta” rammed into the end of her slip in San Francisco, causing extensive damage. A few months later, she crashed into the Oakland pier.

On Feb. 17, 1928, came a major catastrophe. The “Peralta” tipped her bow into the bay during the evening commuter rush; 30 persons were washed overboard; five were drowned.

There was more to come. The night of May 6, 1933, an incendiary fire destroyed the pier terminal and the loss included the “Peralta,” left a charred shell.

The hull was purchased by Capt. Alexander M. Peabody, president of Puget Sound Navigation Co., who had the boat rebuilt into a streamlined craft that looked like a blimp.

In the years since, the “Kalakala” has carried Navy yard workers to Bremerton; summer excursionists on the Sound and tourists heading for Victoria, B.C. Her passenger capacity of 2,000 is still the largest in the fleet, but her limited overhead vehicle clearance has relegated her to the role of a secondary vehicle carrier.

She’s still “old reliable” and a favorite with Washington State Ferries, however, and the natural choice for entertaining Seattle visitors.
Exclusive Bridge Bus Lane Attracts
New Increase in Commute Book Sales

Ticket sales to transbay bus commuters took a jump in January, indicating the effectiveness of the exclusive bus right-of-way on the San Francisco-Oakland Bay Bridge.

Commute book sales for the month tallied $168,820, an increase of 12.8 per cent or $19,213 over the sales in January, 1961.

The evening commute buses have been rolling with full loads since the special bus lane was established by the State on January 15 to take the pressure off rush hour traffic congestion.

But the noticeable increase in the sale of commute books gave the first informative count on how many more passengers are making use of the bus service to avoid upper deck automobile traffic.

Along with the jump in commute sales, there has been a noticeable increase in “happy comments” from the riders, according to C. M. Walker, superintendent of the Transbay Transit Terminal in San Francisco.

He said commuters have been able to return to the traveling schedules they followed before bridge construction and the “hump” slowed auto and bus travel.

“They feel it’s a break to get through the traffic. They can’t say enough about it. Some of them say they’re getting home 15, 20 or 25 minutes earlier than they were before,” he reported.

The exclusive bus lane was set up by the State between the San Francisco anchorage and Yerba Buena tunnel in an effort to encourage greater use of public transit. Peak hour capacity of the bridge was cut by about 25 per cent last November with the advent of the “hump,” according to bridge officials.

With the special lane and the help of State highway patrolmen in merging buses into regular traffic lanes, motor coaches are now crossing the span on schedule in an average 12 or 13 minutes during the evening rush periods—twice as fast as automobiles.

Applicants Sought For General Manager

A nationwide recruiting campaign is being conducted by the AC Transit board of directors before selecting a successor to John R. Worthington as general manager of the district.

William J. Bettencourt, president of the board, explained that the decision to ask for candidates throughout the industry does not rule out the possibility that a member of the present district staff will be named to the post.

“We owe it to the people to open the position to all interested applicants to make sure we get the best possible man,” Bettencourt said.

He added that the district is in excellent hands under leadership of Kenneth F. Hensel, assistant general manager.

Bettencourt said the directors hope to fill the post “relatively soon.” Applications will be accepted through March 2 and the board will begin evaluating candidates on Feb. 28.

Welcome Extended to New Workers

The welcome mat was out in January for the following new employees, who have joined AC Transit.

General Offices
Treasurer: Joan E. Ishom, 622 Paseo Del Rio, San Lorenzo.
Tabulating: Ellen J. Cain, 1635 Mercedes St., Richmond.

Emeryville Division

East Oakland Division
Bus Operator: R. Chadwick, 1036 College Ave., Alameda.
Maintenance: James J. Hussey, 22957 Sutro St., Hayward.

Richmond Division
Resolution

Memorializing Achievements of John R. Worthington, General Manager, and Expressing Sympathy To His Family

WHEREAS, the late John R. Worthington first came to the Alameda-Contra Costa Transit District during its crucial formative period as its technical consultant, bringing with him years of invaluable experience in the transportation field; and,
WHEREAS, he was soon thereafter appointed as the District's first General Manager in which capacity, working closely with the Board of Directors, he guided the District step by step to a smooth and successful assumption of operations; and,
WHEREAS, his tireless efforts substantially contributed to the development of today's system of mass transportation, which has achieved the enviable reputation as one of the most outstanding in the nation; and,
WHEREAS, this noted success of the District attests to the remarkable abilities and devotion to duty of John R. Worthington.
NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of Alameda-Contra Costa Transit District that this Board does hereby express its sympathy to his wife and family, and its deep sense of loss, both personally and on behalf of the District, occasioned by his untimely passing.

Adopted February 14, 1962.

Death of Manager Loss to District

(Continued from Page 1)

In his 44 years of transportation experience, Mr. Worthington had compiled practical, operating knowledge in the varied fields of steam railroading, urban and inter-urban electric railways and local and inter-city bus operations.

A native of Oakland, Mr. Worthington was educated in local schools before joining the Southern Pacific as a messenger in 1917. Typically, he quickly worked his way upward, transferring to the executive offices in 1929.

While in a supervisory status, he was transferred in 1937 to Pacific Electric Railway at Los Angeles as assistant superintendent. He remained with that company until 1947, serving as general superintendent of the entire bus and rail passenger operations.

When National City Lines purchased the Key System in 1947, Mr. Worthington accepted the position of assistant transportation consultant and operations manager. He also served as executive assistant to the president and transportation engineer.

Mr. Worthington resigned in 1954 to organize and manage the California Bus Association, representing the more than 140 bus carriers in California.

He first came to the fledgling AC Transit District in 1958 as its engineering consultant. He was well recognized as an outstanding expert in the field of trans...

(Worthington (Continued from preceding page)

portation when he was named a short time later as the district's first general manager.

Under his management, the district rolled into operations with a long list of improvements — including new equipment, improved and new bus service and major West Coast innovations such as air conditioning.

His determination to give the public good bus transit, coupled with equal endeavor by the Board of Directors, is credited with the district's present position as one of the few transportation systems in the nation recording an increase in passenger revenue.

Mr. Worthington made his home at 4721 Lincoln Ave., with his wife, Ethel. He is also survived by four children and nine grandchildren.

(Continued on page 9)
AC Transit income totaled $1,064,785 for December, an increase of $29,184 for the month.

Receipts covered operation and maintenance expenses, plus $44,283 toward retirement of bonded debt.

Total income was approximately $75,000 short of fully providing amortization of property purchased from Key System and depreciation of new equipment, John Larson, treasurer-controller, reported.

Studies had projected a deficit over next several months, however, while passenger growth catches up with improvements.

During the first half of the fiscal year, all costs, including depreciation and bond interest were earned and a surplus of $170,052 accumulated towards bond retirement, Larson said. Budget projections for the period had anticipated a $75,000 deficit.

Operating and maintenance expenses of $984,065 were an increase of $87,313 over the same month, 1960, due to a greater operating mileage—an additional 133,373 miles for the month—and increased wages.

**Trolley Enthusiast Runs Own System; No Worries About Passenger Revenue**

When he was a youngster, Richard “Dick” Bertz, mechanic leaderman at the East Oakland division, had just two interests. One was riding the street cars and the other was spending the rest of his time at the street car barns.

Naturally, he grew up to get a job at Key System, but time and World War II service as a Marine at Guam and Iwo Jima brought a change in transit and “Dick” never did get to spend much time on his favorite trolleys.

So now he has his own trolley system, the “Harbor View Traction Co.”, which runs around the walls of his garage at 17150 Via Media, San Lorenzo.

Although “Dick” has already built a number of units to operate on his 85 feet of track, he’s started on a new project, the construction of former Key System equipment, built from original blueprints, on a one-eighth of an inch scale.

He’s completed siderdod wrecker 1011, rebuilding freight motor 1001, and is working on line car 1201. And he expects eventually to have a good representation of work and passenger equipment in running order.

“Dick” runs his trolley system on overhead wires, operating one section off a San Francisco street car controller and the other, off a former Key System controller.

The trolleys roll through miniature towns, labeled in memory of the Sacramento Northern line, Oakland, Lafayette, Walnut Creek and Pittsburg.

As “president” of his own company, “Dick” has passes—signed by himself—and his own color scheme of yellow and brown.

In case you’re wondering how he solved the doorway problem at his garage, an eight-foot trestle—which lifts up—bridges the gap, so his little cars can get across and his family car can get in.

Dick’s wife, Dorothy, enjoys his hobby and his oldest son, David, 5, can run the system like a veteran.

But, as he says: “I still have to do a little brain-washing on the youngest, Douglas, 2.”
ACTIONS OF THE BOARD

At an adjourned regular meeting January 23, 1962, the Board of Directors:

- Tendered appreciation to Commissioner Bradford Crittenden and Inspector Daniel O'Connell of California Highway Patrol for assistance and cooperation in speeding movement of transbay buses, on motion of Director Coburn.
- Approved purchase and installation of air springs on 2000 series buses, on motion of Director Coburn.
- Approved program to include non-contract employees in health and welfare plan, on motion of Director Barber.
- Approved service changes on Lines S1-San Lorenzo and RHayward in area of Washington Manor, on motion of Vice President Copeland.
- Declared surplus and authorized sale of property at Wala Vista and Carlston Aves., Oakland on motion of Vice President Copeland.

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At the regular monthly meeting February 14, 1962, the Board of Directors:

- Approved changes in specifications for new buses to permit flexibility in selection of equipment, on motion of Director Coburn.
- Approved changes in lease covering automobiles used by claims department personnel, on motion of Director Coburn.
- Approved initial procedure for establishing pension plan for non-contract personnel, on motion of Director Barber.
- Approved revised description of position of treasurer-controller, on motion of Director Coburn.
- Memorialized achievements of John R. Worthington, general manager, and expressed sympathy to his family, by unanimous declaration.

Rider Proves 'Golden Rule' Principle

A bus passenger proved to employees at the general offices recently that she believes in the "Golden Rule."

The rider, Mrs. Alzada Stowers, 669 39th St., Oakland, stopped at 1106 Broadway to report she had left her purse, containing all her money, on a bus. When she was given a token to get home, she voluntarily promised to return it.

Sure enough, she made a return trip to repay the token. Later, Mrs. Stowers discovered that someone had deposited the lost purse at her doorstep.