Commuter Sales Up 8.5 Percent for Month of February

Success of the exclusive bus lane in moving commuters across the Bay Bridge and in getting riders to switch from private cars to public transportation was indicated by an 8.5 percent increase in the sale of commute books in February.

Although a jump in commute sales was noted after the bus lane was established by the State January 15 to take some of the pressure off rush hour congestion, the February figures were the first to cover a full month of special lane operations.

Sales for the month totaled $146,400, an increase of $11,400 over February of last year. Overall transbay revenue for the month showed a 2.1 percent increase over February, 1961, despite one less working day and severe rainy weather.

While commute book sales increased, the sale of single ride tickets declined 5.8 percent, from $51,900 in February, 1961, to $48,800 in February, 1962.

The drop was attributed to weather and to the loss of a regular working day, but was also seen as an indication that more casual riders have become regular commuters.

As a result of the special lane, buses can make the bridge crossing in 12 or 13 minutes, about twice as fast as autos in evening rush hour traffic.

Possible Annexation To Transit District Studied by Tri-Cities

Possible annexation to the Alameda-Contra Costa Transit District was under investigation this month by municipal and business leaders of the tri-city area of Fremont, Union City and Newark.

At issue is the question of providing bus service to 70,000 residents in a 113 square mile area encompassed by the cities in Washington Township.

As a result of studies made by a subcommittee of the Washington Township Committee for Inter-District Relationships, the committee recommended that city councils of the three cities make a formal request to the transit district for information on obtaining bus service.

The committee, composed of delegates from public bodies in all three cities, has been spearheading establishment of transit service in the area, noting tremendous growth of the area and a population figure that is expected to double by 1970.

The request for city council action was made by the committee following an informal meeting with AC Transit officials which dealt with the possibility of annexing to the district.

District officials agreed that the three cities should take the initial step if they want AC Transit service in the area, by transmitting a formal exploratory request from the city councils to the district.

(Continued on Page 8)
New Commuters Find It's Fun to Ride the Bus

A bus may not look like a ferry boat. And it certainly doesn't act like one.

So the 32 Hayward-San Lorenzo Freeway Express may be the first East Bay commuter bus to boast of a ferry boat aura. The commuters are playing cards in the back of the bus now, to prove the joys of unconcerned riding.

True to old-time commuting tradition, the game is Hearts, with a varying number of riders taking part—depending on who catches the bus that leaves Fairway Park at 6:28 a.m.

Play gets underway on the morning trip after the San Lorenzo stop, resumes again on the Line 32 'Express that leaves 11th and Franklin Sts. in downtown Oakland at 4:59 p.m.

Some of the players make both sessions, some play just in the morning or in the evening but according to the bus drivers, "whoever plays sure has a good time doing it."

Most of the players switched to the express from their own car commuting. Then in casual talking, they got the idea that it would be fun to play cards.

At first they used a flat lunch box of Frederick W. Price as their "card table," then Price, who lives at 17209 Via La Jolla, San Lorenzo, and catches the bus at Fairway Park, offered to make a card table if somebody else would carry it—he has eight blocks to walk.

This was agreeable and Price made the table, a neat covered affair which folds in the middle and has a carrying handle.

The players take over the back of the bus and, along with varying "kibitzers," enjoy the services of Jerryi Zinnel of 23245 Jorgensen Lane, Hayward, as scorekeeper.

In the camaraderie of commuting, the men have welcomed women to the group and have even allowed Barbara Hipson of 17268 Via Chiquita, San Lorenzo, to serve as part-time scorekeeper, as well as sub score-keeper.

Although they may be the first regular bus commuting card players, they know they're not original. They share the freeway in the morning with a Volkswagen bus that also has a busy card game underway in the back!

Fare-Cut for Senior Citizens Voted Down By Board 'At Present'

Concluding a nine-month study, AC Transit directors decided this month against cutting fares for senior citizens at the present time.

The board followed the recommendation of its project development committee in rejecting the requested fare cut for all of the East Bay's estimated 88,000 residents over 65 years of age.

The action was based on the experience of several transit companies, which found the loss of revenue from reduced fares was not compensated by a corresponding increase in riding.

In recommending against reducing fares for a specific group at this time, the committee stressed it was leaving the "door open" for further consideration, if the experiences of other cities show that the fare cut results in the doubling of patronage, as senior citizen groups have estimated.

Senior citizens proposed a 10 cent fare during off-peak hours, as compared to present fares of 25 cents or five tokens for $1.

They also found that out of 315 cities canvassed, only four have a program of reduced fare privileges. Of the four, three are on an experimental basis.

None of the four transit companies have found that riding increased enough to compensate for the loss of revenue. In Des Moines, Iowa, transit officials felt they had gained some goodwill and public relations value from the experiment and that some change had been made in riding habits of older persons from peak period times to off-peak periods.

Because of potential revenue loss, a reduced fare plan has been twice rejected in San Francisco and in Cleveland.
Early Day Workers Taken by Death

Death came on March 12 to two early day transit workers, William H. Brown, 84, and David B. Buras, 64.

Brown, who lived at 3102 Buena Vista Ave., Alameda, started work in the Oakland yards in 1906 and was pensioned in 1949 after working 45 years on the trains.

Buras went to work as a street car operator in 1923, switched to bus operations in 1935 and was pensioned in 1948, after a brief period as a traffic checker. He lived with his wife, Sally, in Biggs, Calif.

Nick Genovesino, 82, of 19884 Forest Ave., Castro Valley, died on March 3. A janitor at the Oakland yards, he entered service in 1915 and was pensioned in 1944.

William Rathie, 75, early day street car and train operator, died January 30. Mr. Rathie, who lived at 615 Brooklyn Ave., Apt. 3, Oakland, came under the Key System banner May 12, 1926, working on the cars and trains before transferring to the maintenance department in 1948. He was pensioned in 1956.

Sophus F. Nelsen, 63, pioneer bus operator, died February 5. He came to work as a motor coach driver in 1927 and later served as an instructor and supervisor. Mr. Nelsen was pensioned in 1939. He lived with his wife, Fern, at 3985 Rhoda Ave., Oakland.

New Employees Join Transportation Ranks

The following new employees joined AC Transit District during February:

General Offices

Claims: Donna Mae Knott, 1919 Cedar St., Berkeley, typist clerk.


Emeryville Division

Purchasing and Stores: Morris M. Cleveenger, 12723 San Pablo Ave., Richmond, parts clerk.

Richmond Division

Seminary Division
Bus Operators: W. R. Hanners, 3027 Blossom St., Oakland; J. L. Snyder, 1323 98th Ave., Oakland; D. F. Kilpatrick, 1068 Rengstorff St., Mountain View; Milton Starks, 947 75th Ave., Oakland.

Maintenance: Royal J. Kainoa, 4982 Reade Rd., Oakland.

Word has also been received of the death last September of J. G. Ramsey, 84, who went to work in 1904 as an operator for East Bay Transit Co. Pensioned in 1937, he made his home in Calistoga.

Hopefuls 'Shoot Works'

Office employees from the Emeryville division took a fling at making their fortunes during March, chartering a bus for a weekend junket to the "easy come, easy go" tables at the south end of Lake Tahoe.

Some 45 persons made the trip including wives, friends and AC workers. The charter was organized by Robert Dunn, senior clerk in purchasing stores.

RECEIVING END—Bus operators at Richmond Division get the full treatment after winning safe driving honors. Serving are apron clad N. P. Alevizos (left) transportation superintendent at the division, and Safety Engineer Gordon Wadsworth. Among honored drivers were, left to right, Robert Willis, Donald Hanks, L. L. Jahraus, J. E. Gregg and W. F. McClure.

Richmond Drivers First to Top Goal

Laurels—plus coffee and doughnuts—were in order this month for Richmond division bus operators, who won safe driving honors by tallying up 12,161 miles per accident during February.

As a result, the Richmond drivers became the first to break the "bogey" of 12,100 miles per accident set up by the safety department last October.

Although different divisions have come close to the mark several times, the operators from Richmond finally managed to push over the top, with 61 miles to spare. Close on their trail were Emeryville drivers, who lacked only a few miles of breaking the barrier.

More than 150 drivers collected the "victory" dunking.

The new safe driving program, based on miles per accident, gives each division an equal chance regardless of the number of buses assigned to the various divisions, according to Safety Engineer G. G. Wadsworth.

Meanwhile, a record 16,890 miles per road call brought honors and the award of a new road call trophy to AC Transit mechanics at the Richmond division.

The trophy, won in January by mechanics at the Emeryville division, was moved into a glass case at the Richmond terminal, after mileage figures were tallied for February.

The revolving trophy is presented to the division that scores the highest mileage per road call for a month.

Total mileage turned in at each division is divided by the number of road calls for mechanical help, to determine the winning department.
Transit Trails

Something for Everybody at Art Center
By Virginia Dennison

Did you know that a bucket of bolts can be beautiful? Or how to make a dragon's head (what every home needs?).

Or that Richmond, the ship-riveting boom town of war years, has one of the finest art centers in the world, as part of a Civic Center that's without a peer in the Bay area?

For a pleasant expedition, guaranteed to arouse envy and at least a smattering of culture, AC Transit has picked the art center for its March bus tour of the month.

The civic center as a whole has its attractions from many viewpoints, as a model of excellent planning, including civic buildings and an excellent modern public library.

You'll pick up some of the feeling by walking through the gardens to the art center at the end of the plaza.

The center functions as a community art institution—which means it tries to have something for everybody.

For viewing purposes, there are galleries, with 36 different shows each year. One of the most popular, the designer-craftsmen annual competition, opened in March and will be on view until April 15—a rare chance to see creations from California's top artists.

The range includes fantastic examples of weaving, pottery, metal work, mosaics—all the things you wish you could do. It's also a chance to see an exhibit of "junk sculpture"—which looks like something anyone could do—with the help of an automobile accident.

Along with things to look at, the center includes a lot of things to do, classes for adults and children in varied arts, with some of the finest teachers in the west.

Besides the studios and workshops, there's a rental gallery, where—for a small fee—visitors can walk off with any work in the exhibition.

The Richmond Symphony Orchestra and the Richmond Ballet Company also function as a division of the center program—and classes in these fields are part of the center activities.

Classes are at varied times, daytime and evenings, but the galleries have these hours: Monday through Friday, 9:30 to 4:30; Monday through Thursday, 7 to 9:30; Sunday afternoon, 2 to 5 p.m. To reach the center by bus, take Line 72-M (downtown Oakland terminal at 11th and Jefferson) which runs to Richmond along San Pablo Ave. The transbay Line L also passes the center, located at 25th and Macdonald Ave.
REMEMBER WHEN?—Only a few old-timers probably recollect Oakland’s splendid Tubbs Hotel at East 12th St. and Fifth Ave. pictured here as it looked in a “Picturesque Oakland” publication of 1889. The Oakland, Brookline and Fruitvale R.R.—better known at “Tubbs Line”—was one of first horsecar lines, built to get patrons from the railroad depot at 7th and Broadway to the hotel, for fare of 10 cents.

Transit Veterans Retire from District

John F. Ruggles, cleaning foreman at the Emeryville division and a bus operator when the “fleet” consisted of four motor coaches, retired on March 1.

On his last day of service, Ruggles was guest of honor at a luncheon hosted by Maintenance Manager Brooks Rice.

A former motorman and coach operator, Ruggles, 68, entered service in 1922, became a coach cleaner in 1932 and foreman in 1942. He lives at 476-B 42nd St., Oakland.

Also pensioned on March 1 was Lonnie L. Barker, 65, of 3802 Shafter Ave., Oakland. He went to work in 1935 as a conductor at Western division and became a coach operator at the Emeryville division in 1942.

Tri-City Area Considers Bus Service

(Continued from Page 1)

Subsequent studies would be required to determine service needs, operating costs and revenues, route locations and whether the tri-city area would annex to the existing operating zone of the transit district or set up a second special service zone for the Washington township area, within the overall AC district. Present tax levy in the existing AC Transit operating zone is 2.9¢ per $100 of assessed valuation.

There must be mutual agreement between the cities and the district that the service is desired before formal legal details and engineering studies can be undertaken, it was pointed out.

AC Board President William J. Bettencourt noted:

“The district is taking all steps possible to meet the many transportation needs of East Bay residents. If it is determined there is a need for additional public transportation in the Washington Township area, we will be glad to offer our full cooperation in helping the cities decide how these needs can best be met.”

Crowds Turn Out for Start of Line 93

A rain storm dampened everything but the enthusiasm of San Lorenzo and San Leandro residents, who turned out by the hundreds this month to ride free on AC Transit’s newest bus service, Line 93-Hesperian Blvd.

Because of the crowds, extra buses were called into service in mid-afternoon and all rolled with full loads, plus some standees.

Despite the rain, it appeared that everybody wanted to try the bus. Transit inspectors found the riders included mothers shepherding their youngsters aboard for their first ride; shoppers interested in finding out how long it took to reach shopping centers; school students taking advantage of the courtesy rides offered on opening day, and a surprising large number of men workers, using the bus for the first time instead of their car.

Welcome to Line 93 was extended officially during brief inaugural ceremonies at the Bay Fair Shopping Center, with San Leandro Mayor Jack Maltester; Arthur Pedemonte, president of the Bay Fair Merchants Association; John G. Blaisdell, president of the San Leandro Chamber of Commerce, and William J. Bettencourt, president of AC Transit directors, taking part.

Mrs. George Smith of 16158 Via Walter, San Lorenzo, first passenger to arrive during the ceremonies, was presented with a transit token holder and a corsage. At a luncheon following at Bay Fair, Bettencourt pointed out that the district is not only fulfilling the promises made for better service, but is forging ahead far beyond those promises with new ideas and improvements.

The San Leandro chamber and Bay Fair merchants sponsored the free rides and joined in launching the service.
Passenger Gains Continue; Income Fails to Meet Costs

AC Transit carried 4,351,000 passengers in January, an increase of 380,000 riders over the same month a year ago.

The 9.6 per cent passenger gain was reported by John F. Larson, treasurer-controller, who also disclosed that income for the month amounted to $1,063,000, an increase of $97,700 or 9.9 per cent.

Receipts covered operations and maintenance expenses, plus $33,880 toward retirement of bonded debt. However, income was approximately $122,000 short of fully providing amortization of property purchased from Key System Transit Lines, depreciation of new equipment and service of bonded debt.

Operating and maintenance expenses of $1,029,000 were an increase of $127,800 over January a year ago, due to greater operating mileage, amounting to 223,371 for the month, plus increased wages, amounting to 5.5 per cent, and changes in fringe benefits.

"Walkingest Man"

Track Walker Outlasts Trains and Rails; Trades Hiking Shoes for Pickup Truck

The "walkingest" man who ever worked for the Key System has stopped hiking and learned to drive a pick-up truck—but not because he's tired.

They took the rails away and the trains, so Louis A. Cooper, 67, hung up his walking shoes as the last heartiest of a now almost forgotten breed of transportation men—the track walker.

For 27½ years, Cooper walked the rails, a familiar figure with his wrench over his shoulder, toting a broom, spike maul and oil can.

He walked the old Ferry pier, starting at Hollis St. and the fill, the trestle and the pier itself, inspecting every inch of rail, making minor repairs when necessary, greasing the curves, sweeping out waiting rooms.

He walked track all over the East Bay, but most memorable—and miserable—of all, Cooper walked the Bay Bridge from the day the first train ran on Jan. 15, 1939 until the last train crossed the span in April, 1958.

And he'd probably still be walking if buses hadn't replaced the trains. As it is, he now drives "in style" as a building maintenance worker for AC Transit—with no plans of retiring from 40 years of service.

It was always cold on the bridge, always windy, frequently dangerous.

His closest squeak, however, came on the Key pier. His wrench slipped in grease and hit the third rail, to be instantly burned apart. He fell back, missing the rail, but engulfed in fire. His work clothes were heavy and he was able to beat out the sparks.

Unofficial "mayor" of South Berkeley—he's lived at 2790 Grant St. since 1928—Cooper went to work on the extra gang for Key System early in 1922. He was promoted to track walking on Jan. 1, 1931, kept at it until 1958. He's never even been sick, except for a cold back in 1923.

Veteran of Navy service in World War I, Cooper is active in veterans affairs and for years, took a "busman's holiday"—drilling and blowing a bugle on off hours, after walking miles of track in the day time.

"It's all the same gait and rhythm—shoulders back and chest out. That way you never get tired."
At an adjourned regular meeting February 28, 1962, the Board of Directors:

- Approved replacement of obsolete equipment by purchase of 10 new autos for AC supervisors and two trucks at an estimated cost of $24,000 on motion of Director Coburn.
- Named Kenneth F. Hensel acting General Manager, and terminated consulting services of labor, accounting and engineering advisors, on motion of Director Berk.
- Approved payment of accumulated vacation and expense credits due and owing the late General Manager, on motion of Director McDonnell.
- Increased maximum authorization for number of bus operators to 1,000, on motion of Director Warren.
- Authorized purchase of office furniture and other facilities from Transit Casualty Company at a cost of $3,125, on motion of Director McDonnell.
- Authorized sale of 3,630,000 surplus tokens formerly belonging to Key System Transit Lines at a scrap value of $2,370, on motion of Director Barber.
- Approved sale of two gasoline-powered buses to Gray Line, Inc., for a total of $5,000, on motion of Director Coburn.

At the regular meeting March 14, 1962, the Board of Directors:

- Voted to invite representatives of major Bay Area transit companies to develop a liaison organization concerned with improving coordination of the area's transit operation, on motion of Director Coburn.
- Voted against reduction in fares for senior citizens at this time, on motion of Director Coburn.
- Authorized inspection tour by a maximum of four directors and a staff representative concerning promotion projects to increase transit patronage in the cities of Philadelphia, Cleveland, Cincinnati and St. Louis, on motion of Director Coburn.