Board Names New General Manager,
Buys 30 More Buses to Meet Gains

Streamlining of Routes Among Transit Projects

Kenneth F. Hensel, who started in the industry 32 years ago as a bus driver, took over as general manager of AC Transit this month on a note of further transit progress.

As assistant general manager under the district's first chief administrative officer, the late John R. Worthington, Hensel helped to put into operation the program of transit improvement that has resulted in the district's recognition as one of the top transit systems in the Nation.

But not content with achievements of the present, Hensel said upon his appointment:

"With the tremendous advantage of motor coach flexibility, we think the time has come to study each of our lines, to bring operations up to date with past growth and to get in shape for future progress and population changes."

Service Improvement

With most of the basic service improvements already in operation, the new general manager said the district now plans to look ahead into the promising field of speeding up service and streamlining district routes.

Many of the lines date back to the

(Continued on Page 2)

New Liners to Be in Service This Summer

Another 30 new buses were ordered by the district this month for use on East Bay lines to keep pace with zooming passenger growth.

The buses, to cost approximately $790,000, will raise the total of new AC buses to 280.

Contract for the coaches was awarded by the board to General Motors Corp., only bidder on the 96-inch wide model selected by the district. The buses will seat 45 passengers and are almost identical to the 700 series now in service on such routes as the Oakland Ave. and Montclair lines.

Neighborhood Lines

The new equipment is designed for use on neighborhood lines now operating with older buses. Because patronage has increased beyond original expectations, the new buses will only partly solve a serious equipment problem. As a result, the district will retire about 15 of the older coaches when the new buses arrive, retaining others for fill-in service.

Delivery will start about the middle of July and is expected to be completed by August 15. With delivery of the new buses, the total AC Transit fleet will be increased to 660 coaches.
New Manager Looks to Further Progress
(Continued from Page 1)

Kenneth F. Hensel
General Manager

District Opposes PUC in Hayward Service Interference; Threat of Curtailment Cited

AC Transit directors gave notice this month the district will oppose the State Public Utilities Commission in its recent decision granting rights to Peerless Stages to provide local service between Hayward and downtown Oakland.

The recent PUC decision authorizes Peerless to operate the local bus service despite a California Supreme Court decision which states that the PUC cannot allow transit competition in areas actually served by a public bus company.

Fearing that the PUC ruling could result in curtailed service between Oakland and Hayward and adversely affect the public interest, the AC board of directors directed their attorney, Robert E. Nisbet, to take appropriate action to obtain a reversal of the PUC order. If the commission refuses to rehear the case, Nisbet will be free to take the matter to the State Supreme Court.

“Return to the 1920s”

William J. Bettencourt, president of the board of directors, said the ruling could result in a “return to the 1920s” when transit companies began curtailing service on competitive lines because there wasn’t enough business for both companies.”

Nisbet said the PUC ruling was practically “unprecedented,” and that the commission reversed a policy of long standing where local transit companies have been given a monopoly and encouraged to expand their service to the fullest frequency possible without the “watering effects” of competitive service.

The PUC order also is in conflict with one of the primary purposes of the publicly owned district which was to unify and expand transit service among the East Bay cities, he noted.

At the time the Peerless application was before the commission, the district took no position and AC representatives appeared at the hearings only as observers.

The commission already has permitted Peerless to charge fares approximately 5 cents lower than the AC token rate.

Contract Violation

Nisbet told the directors that the PUC authorized local service by Peerless even though no showing had been made that “public convenience and necessity” required the additional service.

The attorney also cited a 25-year-old contract between Peerless and Key System’s predecessor in which Peerless was paid some $216,000 for its local operating rights between Hayward and Oakland.

Since AC Transit purchased assets of Key System, the contract is still valid, Nisbet said, and has been violated by the PUC order.

Service Expanded on 5 AC Lines During Month

Transbay express service was expanded during the month, providing additional commute schedules on three San Francisco lines for riders in Richmond, Alameda and southern Alameda County.

The additional schedules were inaugurated on Lines L-Richmond, W-Encinal Ave. in Alameda, and B-Hayward operating via San Leandro.

AC directors also approved expansion of service on Line 92-Calaroga Ave. in Hayward to better service the Palma Cefa Shopping Center and Westwood residential area on Hesperian Blvd.

Buses regularly operating on Calaroga Ave. were rerouted beginning Apr. 16 over a portion of Hesperian via Chanslor and Turner St.

Additional bus service also was put into effect for Montclair students attending Montclair School in Oakland.
Kaiser Center Adds 'Oomph' to Bus Tour

By Virginia Dennison

If Oakland has an interesting skyline these days, credit can be given to the arc-shaped Kaiser Building, which not only stands up against the sky, but stands out as a tourist attraction of the "mostest."

The view from the 28th floor of the building is a gasp for any visitor, especially if you look down—way, way down. It's reason in itself to plan a bus trip to Kaiser Center—including the building, shops and roof garden.

To do the building itself, you'll want to take one of the free, conducted tours open to the public. It's the only way to get to that tip-top.

The tours leave from the lobby information desk at 10 a.m., 2 p.m. and 3:30 p.m. daily, except on Saturday and Sunday. The tour, which takes about 45 minutes, winds through the lobby and second floor, including the spectacular auditorium. It's topped off with the otherwise "off limits" lift to the 28th floor and birds-eye view.

If you don't want the pilot's peek, you can enjoy Kaiser Center on your own, Monday through Saturday. Start with the building lobby and its shops, which prove it's fun to look, but more fun to buy.

Take the escalator to the second floor and you'll find excellent art exhibits, excellent dining facilities, an excellent view over Lake Merritt.

You'll also find you can walk on a red carpet, like royalty, to reach the Lanai shops. Elegant!

Cross over the bridge to the garage, take the first elevator on your left, and you'll step into another wonderland, the roof garden. Shows what gardeners can do!

From the garden, about to burst forth in glorious rose bloom, turn your footsteps and stout heart into the White House. Don't plan to hurry through here or the adjoining Joseph Magnin store, nobody's that strong.

To keep the dazzle in your eyes a little longer, walk a short block to the International Arcade at 21st and Franklin Sts. You can watch Mary Crane of India Imports drape a fast sari or wander through the wares of India, the Orient, Greece and the Middle East, Norway, Morocco and Hawaii, among other lands. Or, if you eat, it's "gourmet" or in French.

To reach the Kaiser Center by bus, take Line 34 MacArthur express or Line 11 Oakland Ave. to 20th and Webster Sts. Or use any of the downtown Broadway buses, walk two short blocks up 20th to Webster.
New Alameda Bus Line Starts May 10

Alameda will have a new bus line, providing additional service for the booming South Shore area and for Bay Farm Island, commencing May 10.

The directors voted to establish Line 63 to provide a direct link between South Shore residential and shopping areas, the central shopping district along Park Street and Bay Farm Island.

The new service will supplement Line 64 operations in the South Shore area, and the service provided in the Bay Farm Island district by Line 79.

It will link the two areas, give additional service to the South Shore Shopping Center, and will also provide direct access to central Alameda business facilities and to transfer connections with other AC Transit service, particularly transbay Line W — Eucalina Ave. in commute hours and transbay Line O — Santa Clara Ave.

School students also will be able to use the line to reach Alameda High School at Central Ave. and Oak St.

“Beach Line”

Riders from other East Bay points are expected to take advantage of the new line to reach the South Shore swimming area, by transferring from Line 51-58 to Line 63 at Santa Clara Ave. and Park St.

Basic schedules call for a 45-minute headway over the entire line Monday through Saturday. Additional service will be operated between South Shore and Park St. during morning and evening commute hours.

Maps Available

Maps showing lines operated by AC Transit and points of interest may be obtained at district offices.
First 'Park and Ride' Test Planned
In Berkeley; Future Sites Studied

If AC Transit's first experience with a "park and ride" site is successful in Berkeley, bus patrons in other East Bay cities may have their own free auto parking facilities.

The district's board of directors has given the go-ahead to plans to develop the first free parking area, and study also will be given to developing similar facilities in Hayward, San Leandro and Richmond.

As its first step, the district has before the City of Berkeley a formal request for use of a site on Henry St., south of Berryman St., in the Northbrae residential area. The property is part of the vacant right-of-way of a former transbay rail line.

The Berkeley lot, proposed by Director William H. Coburn, Jr., would provide free, all-day parking for 50 cars. Buses on the transbay Shattuck Ave. line and the intercity express line between Berkeley and downtown Oakland would make a special stop at the lot.

Trial Period

The directors agreed to the Berkeley project for a five-month trial period, expending $2,500 for installation costs.

If successful, the district would plan to spend another $2,000 for permanent hard surface paving.

Director E. Guy Warren, chairman of the Hayward Chamber of Commerce transportation and highways committee, has asked that a study be made of a similar project on Mission Blvd., south of the Hayward Plunge, for benefit of riders on the transbay Mission Blvd. line, express Line 32 and Line 82, serving San Leandro and Oakland.

Study also is being given to similar facilities at two sites in San Leandro by the local chamber of commerce.

IN MEMORIAM

John Orr, retired streetcar and train motorman, died April 1 in Jackson, where he had been making his home.

Mr. Orr, 79, entered service at the Central House car barn in 1907, transferred to the trains in 1910 and was pensioned on July 1, 1944.

Luke Power, 77, former mechanic at the Emeryville division, died on April 10. He entered service in January, 1917, and was pensioned June 1, 1948. He lived at 1630 158th Ave., San Leandro.

Rider Growth on Increase;
Expenses Top Revenue Gain

AC Transit carried 3,759,000 passengers in February, an increase of 1.6 per cent over the same month a year ago, but fell short of meeting all financial obligations by $162,000.

AC buses carried 60,000 more riders for the month than in February, 1961.

Total district income of $939,900 was adequate to cover all operational costs, which were up 15.4 per cent over last year. However, income did not provide for equipment depreciation and amortization, and interest and retirement of bonded debt.

As projected at the outset of the fiscal year, this monthly deficit was anticipated pending passenger growth to match last year's sizeable service expansion. Miles operated in February were 1,698,460, an increase over the same month last year of 172,900 miles or 11.3 per cent.
Veteran Dies After Bout With Illness

A. E. "Ted" Cooke, 62, who mixed musical notes with the tinkle of coins in his 44 years of transit service, died this month after a short illness.

Named as cashier of Key System Transit Lines in 1955, Mr. Cooke had retained the post with AC Transit. Although stricken several months ago, he continued to work at his regular job until he made his final trip to the hospital March 30, a week before his death.

Oldest-in-time employee at the general offices, Mr. Cooke was well known as a singer and as one of the few remaining veterans of amateur vaudeville days of the 1920s, when the Key System "minstrel show" drew capacity crowds to the Oakland Auditorium Theater.

Mr. Cooke also performed on radio and at churches and was a member of the Scottish Rite male chorus.

Starting as an office boy in the accounting department of the Key System at 22nd and Grove Sts., Oakland, in 1917, he had particularly fond memories of service as a ticket seller at the Ferry Building in San Francisco.

Mr. Cooke also was the first clerk on duty when the Transbay Transit Terminal opened in 1939.

A widower, he lived with his daughter and son-in-law at 1599 Purdue St., San Leandro. He is also survived by a grandson, Chris; a sister, Mrs. Bess Simmons of Oakland, and a brother, W. B. Cooke of Albany.

Employees Welcome To AC Transit Ranks

A hearty welcome was in order this month for the following new employees, who joined AC Transit during March:

General Offices
Treasurer: Ronald R. Reiter, 1423 Kains Ave., Berkeley, junior clerk.

Richmond Division

East Oakland Division

Commuter Book Sales

Up On Transbay Lines

Sale of transbay commute books continued to climb in March, with a 6.5 percent increase posted over the same month in 1961.

The value of the books sold last month totaled $171,317, an increase of $10,496 over the previous March.

The jump in commute sales has been steady since the state established an exclusive bus lane on the Bay Bridge January 15 to take some of the pressure off evening rush hour automobile congestion.

The March increase was tallied despite one less working day this year compared to March, 1961.

It's Real Crazy, Man!

Bus Driver Finds Rebuilding Organs Easier Than Tooling a Transit Liner

As they say in the trade, you have to be real ape (crazy, man!) to make a hobby of theater organs.

It also helps, according to bus operator Fred M. Beeks, to have a wife who's handy with a soldering iron and who will help support a hobby.

When he had a chance to buy a massive pipe organ a year or so ago, his bride, Eva, took a job—and the soldering iron—and joined her husband in the gigantic, but enthralling project of taking apart and rebuilding the most powerful and resourceful of all musical instruments.

Two Years To Go

Beeks, who works the extra board out of Emeryville Division, has already spent 450 hours rebuilding parts of the organ. He figures he has a couple of more years to go—counting the time it will take for him to build a house to go around the completed instrument.

Beeks got a passion for the intricacies of a theater organ after he took up the piano 10 years ago and progressed from that to the playing of an organ.

Because there are only a few theater organs on the market, it's a big hobby, in space and money. But with his wife's help, Beeks joined the select group of organ "buffs" when he got the chance to buy a magnificent composite instrument—half of it came from a theater in San Francisco and half from a show in Marysville.

The bulk of the organ—including what looks like miles of pipes—is in a warehouse in San Francisco, the rest is in the Beeks' duplex apartment at 185 Perry Place, Oakland.

Beeks, 26, already has redone the "toy counter"—that's what they call it—a piano (to play off the organ) and the console.

The toy counter includes a locomotive whistle, bird whistle, door bell, fire alarm, castanets, horse cloppity-clops, auto horn and so on, which should take some back in memory to the days of silent movies.

The "insides" of an organ take a lot of room, which is why Beeks and his wife are planning a living room 20 by 32 feet, two stories high, with 20-foot chambers on each end. After you've rebuilt an organ, a house, it seems, is easy.

When the organ is completed, Beeks figures he'll have a full orchestra, plus assorted sounds, at his finger tips—all of which will be much easier, he says, than driving a bus.

IT CAN DO ANYTHING—Fred M. Beeks shows what a "toy counter" looks like when you talk theater organ. It can handle sounds from birds to cavalry.
At an adjourned regular meeting March 28, 1962, the Board of Directors:

- Commended district personnel and expressed appreciation of Board of Directors for excellent work performed by employees regarding additional service provided for University of California Charter Day March 23, on motion of Director Coburn.
- Approved installation of “park and ride” facility for transit patrons in Berkeley and directed General Manager to make formal application to City of Berkeley, on motion of Director Coburn.
- Amended authorization for withdrawal of funds, on motion of Director Coburn.
- Authorized use of “king size” advertising on 125 transit model buses, on motion of Director McDonnell.
- Referred to Personnel and Public Relations Committee a request of Fielder, Sorensen and Davis to install “showcase” advertising panels in interior of buses, on motion of Director Coburn.
- Authorized members of Board of Directors and staff personnel to attend regional meeting of American Transit Association, on motion of Director McDonnell.

Road Call Trophy Back to Emeryville Mechanics

The traveling “road call” trophy did some more traveling this month, moving back to AC Transit mechanics at the Emeryville division.

The Emeryville workers took the trophy away from the Richmond mechanics by turning in March figures of 12,941 miles per road call.

Nipping at their heels were Seminary division mechanics, with 11,997 miles per mechanical road call.