$14,360,000 Transit Budget Adopted
District Holds Line on Taxes, Fares for Third Year; Revenues Expected to Cover Operating Expense

A $14,360,000 budget under which the district will go into its third full year of operations without revisions in the level of taxes and fares, was adopted this month by the board of directors.

Under the 1962-63 budget, the district expects to break even with sufficient income to take care of all operating expenses, including bond services. It anticipates a 3.7 per cent increase in passenger revenue during the coming year.

"In adopting this budget we are demonstrating fiscal responsibility and keeping faith with the people by holding the line on taxes and fares," William J. Bettencourt, board president, said.

"Yet we will continue to move forward in our efforts to further improve East Bay transit."

Director Robert K. Barber, who opposed the budget, expressed concern that the financial estimate "does not provide sufficient funds to adequately improve and expand service commensurate with the district's role in overall community development."

Discussing plans for the next year, General Manager Kenneth F. Hensel said 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.

Effect of Rapid Transit Program on Finances of AC Transit Under Study

The affect of rapid transit plans on AC Transit operations and finances was under study this month, as result of action taken by AC directors.

The board authorized $5,000 to employ engineering consultants to make the study into the economic relationship between projected operations of the San Francisco Bay Area Rapid Transit District and AC Transit.

The study was prompted by a request of the Alameda County Highway Advisory Committee, which is examining the latest plans of the three-county rapid transit district.

Alameda County Supervisor Francis Dunn, chairman of the highway group, explained the committee was making a brief summary of the relationship between the two transit districts, the freeway pattern and the problems of taxation and assessed valuation in Alameda County.

He asked for the information for a public hearing scheduled by the board of supervisors in July on the rapid transit plan.

"I believe we can do a better job of service and bring convenient bus transit to a greater number of residents if we now take a look at all of our routes and evaluate where the buses should run, (Continued on Page 2)
Joint Engineering Survey Recommended
To Determine Tri-City Transit Needs

A study which would explore the feasibility of extending AC Transit service into Washington Township and develop where and how such service should operate, was ready to get underway this month, pending final approval from the City Councils of Fremont, Union City and Newark.

The scope of the study was detailed for the city officials in a letter from the transit district, outlining scope of the study and engineering costs.

The district proposed that costs of the study, estimated at $9000, be shared, with the cities paying half and the transit district half.

If the proposal is ratified by the cities, the study, to be made by the DeLeuw, Cather & Co., engineering consultants, would get underway immediately. The firm estimated it would take 45 to 60 months, though actual bus service in the area probably would require 10 to 12 months to obtain voter approval and place into operation.

The suggested study would include a detailed estimate of the transit needs of the tri-city area and a plan of bus operations, including service frequency.

Budget to Keep Same Fares, Taxes

(Continued from Page 1)

Instead of just blindly following the old-time pattern," he said.

The district expects, during the coming year, to carry 60,000,000 riders and to operate 22,250,000 miles.

Operations alone will leave the district with a surplus of $445,600. The district also will receive $478,000 from a tax levy and anticipated savings from the district's new self-insurance program to cover depreciation and amortization of assets.

The operations surplus and $579,000 in other revenues, with a portion of carry-over from the current year, will provide for $1,214,220 in bond principal and interest.

It would also entail estimates on the equipment needed, capital outlay involved and estimates of operating revenues and expenses.

During a meeting this month between district and city representatives, William J. Bettencourt, AC Transit board president, said that establishment of district service in the Fremont area might be expected to develop demand for service across the San Mateo Bridge and south to at least the Santa Clara line, possibly to San Jose.

If findings of the study are favorable, the tri-city area could determine whether to 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 cents per $100 of assessed valuation.

Robert E. Nisbet, attorney for the district, noted at the meeting that Transit District law is very flexible as to methods and financial arrangements in annexation.

To balance the budget, general manager Kenneth F. Hensel applied the remainder of a $412,500 surplus carry-over also will receive $478,000 from a tax levy and anticipated savings from the district's new self-insurance program to cover depreciation and amortization of assets. The district also has accumulated excess funds of $2,700,000.

Hensel said the district will enter its third full year of operation in a "solid financial position with sufficient funds available for the payment of all bond interest and redemption costs, as well as commitments of new equipment."

A sign greeted the passengers using the center and asked them to "help yourself to coffee and donuts— courtesy of AC Transit."

The center, which has parking space for 51 cars, was running about 60 per cent full on the first day after it was opened.

It was opened on a five-month trial basis on property which reverted to the City of Berkeley after it was abandoned by a former rail operation.

If the center is successful, the district plans to develop similar facilities throughout the East Bay to encourage drivers to leave their automobiles at a convenient neighborhood point while they make use of bus transportation.

First AC ‘Park and Ride’ Center Opens

Free coffee and doughnuts were served to inaugurate another AC Transit courtesy this month—the opening of a "park and ride" center in Berkeley. Passenger George Little of Berkeley receives welcome from district superintendent N. P. Alevizos, who acted as chef, and transit director William H. Coburn, Jr., who proposed facility.
San Leandro Morning News:

One More Case Where Word Means Action

For over four years, weeds have been the sole occupants of a strip of land that once supported the rails and trolley wire of electric trains running between Berkeley and San Francisco. This strip of land, known as “Berryman Station” in Berkeley, was built in 1911 for the “Red Electric Trains” right-of-way between downtown Berkeley and Thousand Oaks. When the “Red Trains” were abandoned in 1941, the orange streamlined units of the Key System, for the “Red Electric Trains” right-of-way between downtown Berkeley and San Francisco by express coaches; 33 minutes by regular service and 19 minutes from Oakland on the Grove Express “Flyer.”

Today morning AC Transit officials dedicated “park and ride” facilities built on the old train right-of-way. Passengers can park their autos on the 51-stall lot and ride convenient buses to downtown Oakland and San Francisco.

The center, opened on a five-month trial basis, is the first “park and ride” facility opened by the district.

The lot is 29 minutes away from San Francisco by express coaches; 33 minutes by regular service and 19 minutes from Oakland on the Grove Express “Flyer.”

Yesterday morning AC Transit District officials dedicated “park and ride” facilities built on the old train right-of-way.

AC Transit says if this project works successfully, similar “park and ride” facilities will be developed in other areas.

The “park and ride” experiment is another case where the district has backed up its promises with action. AC Transit deserves the commendation of the entire East Bay for taking such a bold step.

New Office to Plan Transit Expansion

A research and planning office to facilitate expansion of public transit in the East Bay was established this month by AC Transit.

The office will be headed by E. Sam Davis, AC transportation engineer with more than 40 years’ experience in the transit industry.

The new office will study the possible rerouting of present transit lines to better serve postwar population shifts and travel habits. It will also develop transit plans for new areas and make long-range studies of ultimate service areas.

“These studies will greatly assist the district in further meeting the transportation needs of the East Bay and in keeping pace with the area’s growth and development,” according to William J. Bettencourt, board president.

With this new office we will be able to adequately explore many new approaches to improving coverage and speed of our service.”

Davis, of 17849 Carmel Dr., Castro Valley, has been associated with transportation activities in this area since 1953. Previously, he held management and research posts with transportation companies in the midwest.

‘Bus Riding Class’ Started By District To Aid Area Handicapped Youngsters

When a boy named Ronnie conquered his fears enough to take his first bus ride and the rest of his classmates from a mentally retarded school rode happily off like any group of pupils, AC Transit took a proud bow of its own this month for a rewarding new experiment.

The free “bus riding class” was set up by the district to help mentally and physically handicapped youngsters learn how to ride public transit, in hope of becoming more self-reliant and independent.

The first practice, held at the Sequoia School in Hayward, showed remarkable results and is expected to be followed by similar classes at other schools in the district when instruction resumes after the summer vacation.

Taking a few students at a time, district instructor Lloyd Weems gave simple, friendly instructions about remaining seated when the bus is moving, how to board and leave by the front door only, how to pay a fare and how to pull the cord to signal for a stop.

He then helped each youngster through the routine, taking them on rides in the neighborhood to practice.

For many of them, it was their first motor coach ride. For some, like Ronnie, who previously had been afraid to board a bus, it was a major accomplishment.

The two-hour bus riding class gave all of the 60 students at the school a sample of public transit. For older students, it also served as a “trial run” for use of regular bus service for an end-of-the-term outing.

The bus riding instruction will be repeated, perhaps several times each semester, if the results show that the students are getting some advantage from the experience, according to general manager Kenneth F. Henzel.

On the first trial, the children were not only able to follow the instructions, but sat happily for short rides around Hayward, stopping at different points to practice boarding and leaving. Beaming from ear to ear, they made it a happy occasion for themselves and for the new friend they acquired in the process, Instructor Weems.

LIKE THIS—Instructor Lloyd Weems shows student how to signal for her stop during a “bus riding class” inaugurated for handicapped students in area.
PUZZLED?—You're supposed to be, for this is the Cardman Maze, appropriate exit from the Mad Hatter's Tea Party at Fairyland.

Looking For the Place Where Dreams Come True?—Try Children's Fairyland

If you live in the East Bay, you must already know that Children's Fairyland in Lakeside Park is a jewel, a place of real enchantment—for it's impossible, isn't it, not to be happy in Fairyland?

But for visitors, and the few adults who haven't yet realized that Fairyland is for all ages, a visit to the place where dreams come true is a star-bangled goal for an AC Transit bus tour.

For youngsters, of course, it's sheer fun. Childhood stories spring to life and with a flair to match any imagination. And no matter how many times parents have read the saga of The Three Little Pigs, it takes on new interest when you can see them in the flesh. Cute, too.

Just like the people, the animals at Children's Fairyland seem to take on a happy disposition. The goats—hillie Goats Gruff, of course—like to be scratched; even a little spotted Bambi was anxious to nuzzle spectators.

Mary's Little Lamb might be not so little, but it (or they) will most certainly be willing to follow, in optimistic belief, apparently, that from those on the other side of the fence come all good things.

But suppose this is your first visit and you wonder, a bit, if you'll be interested in that "kid stuff.

You will be, for the magic of Fairyland is not all in "dreams come true." The excellent gardners of the Oakland Park Department have worked considerable magic of their own and you'll find enchanting landscaping, babbling brooklets, winding paths and bridges, and tucked among the flowers, creative sets that make you wonder why all the world isn't that beautiful.

You'll find Robinson Crusoe's island, with monkeys, parrots, alligators and macaws enjoying pleasant freedom. If you've never seen a smiling alligator, this is the place.

You'll find sea lions performing for bits of fish; on Sundays, at 1 p.m., you'll even hear a child organist playing on a specially built child-size organ in Fairyland's little Chapel of Peace.

To find Fairyland—and we can all wish that other dreams were as easy—take buses 12, 18, B, or Express Line 34 Monday through Friday, to Grand Ave. and Park View Terrace.

At the entrance, you will find it costs 10 cents for children to 12 years and 25 cents for adults to walk through the "old woman's shoe." Fairyland is open 10 a.m. to 5:30 p.m. March through December. It's open 7 days a week during summer school vacation, otherwise Wednesdays through Sundays.

WHAT DO YOU SEE?—In this case, it's a mouse family, enchanting to young viewers, if not the "farmer's wife."

HAPPY?—Even the alligators smile at Fairyland. It's alive, too, a pal of Robinson Crusoe.
Sight-seeing Made Easy With Summer Pass

Residents will have a new opportunity to get out in the sun, visit friends or tour East Bay points of interest with a Sunday and holiday Summer Fun Pass inaugurated by AC Transit July 1.

The Summer Fun Pass will be sold for 60 cents and will entitle the purchaser to ride anywhere in the East Bay, from Richmond to Hayward, on the day it is issued.

The pass was first proposed by the City Council of Alameda and Councilman William McCall, who at the time was mayor of the city. It was approved by the AC board of directors with the provison it be tried for three months during the summer on an experimental basis.

One of the latest in a series of innovations designed to spark use of public transit, the excursion tickets will be a special bargain for riders who would like to tour the entire East Bay. Time permitting, a pass holder could tally up enough bus miles to reach from here to Los Angeles—all for 60 cents.

The flat-rate pass is similar to the former East Bay "trolley trips" which set off a sightseeing era some 50 years ago, later enchanting visitors to the Panama-Pacific International Exposition of 1915.

Different from the "trolley trips," which followed a scheduled itinerary, the district's Summer Fun Pass will leave the destination up to the rider, who will be able to ride as many buses and as many times as desired.

The passes will be sold on the day they are to be used by all bus drivers on East Bay lines. They also can be purchased ahead of time at the general office, 1106 Broadway. A different color is used for each Sunday or holiday, to prevent any confusion about days the pass can be used.

IN MEMORIAM

Andrew J. Sackrey, 61, assistant dispatcher at the Emeryville division at the time he retired June 1, 1960, died on May 13.

Sackrey worked as a conductor on the transbay trains and as a receiver before he was appointed assistant dispatcher in 1958, when the trains bowed out to the buses. He entered service in 1924.

Surviving is his wife, Anna, of 929 45th St., Oakland.

Free Tour Books Will Point Way to Transit Trails of Adventure

The public will be invited to follow "Transit Trails" to East Bay points of interest in a new tour book, which will be ready for distribution in July.

The 32-page booklet will feature 14 planned excursions, with the suggestion: "Let AC Transit Take You There!"

It will be available free at the district's general office, 1185 Broadway; contacting Transit staff, Olympic 3-6353, or at various chambers of commerce, municipal park and recreation department offices and at the Olympic, First and Mission Sts., San Francisco.

The booklet details "Discovery trips" that can be made by bus, close to home, and has been planned for residents as well as out-of-town visitors.

Fond memories of a "walk to places of interest" will evoke a visit of "Things to Do For Summer Fun With AC Transit" also will be available for distribution, along with the booklet.

Compiled particularly for vacationing youngsters and family groups, it includes data on "Things to do" in communities.

It has been designed to help parents answer the vacationing plea of "what shall I do now?" and can be obtained at the same places the tour book. It also, will be given away without charge.

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Transit Veterans Work Their Last Shift

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Patronage on AC Transit buses is continuing to show a steady growth, with a 4.5 per cent increase tallied in April over the same month a year ago. But income for the month still was short of meeting all financial obligations.

A total of 4,272,000 passengers were carried in April by AC buses, an increase of 184,000 riders.

Total district income of $1,085,000 was adequate to cover all operational costs, which were up 11.5 per cent over April, 1961. However, income did not provide for retirement of bonded debt and a portion of bond interest, leaving a deficit of $62,000 for the month.

The monthly deficit was anticipated at the outset of the fiscal year pending passenger growth to match last year's sizeable service expansion. Miles operated in April, for example, totaled 1,846,000, an increase of 90,000 miles or 5.5 per cent over the same month a year ago.

AC Transit buses go almost everywhere in California on charter, including camping with Girl Scouts—one of the most pleasant of recent assignments.

Two coaches took 106 girls from the Berkeley, Albany, Kensington Girl Scout Council to the Mountain Mill House Camp of the Oakland Area Girl Scouts on Mt. St. Helena for a three-day outing.

Bus operators Dale Rostomily and C. F. Stines not only loaded the girls, but a variety of camping equipment as well. In Calistoga they had an unexpected— and unofficial—greeting from the acting police chief, Bill Stambaugh, brother of Vern Stambaugh, union chief.

When rain dampened gear and girls, a call to the district brought prompt service. The buses picked up the campers two hours early, doing their own good deed for the day.

AC Buses Go Everywhere, Even Camping

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GOOD DEED—Girl Scouts find there's nothing like an AC Transit bus for an outing—and nothing like a handy driver when it comes to loading camp gear for the trip back home.

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Another group of buses, 20 in all, had a “musical” jaunt when the district again furnished coaches to take 936 University of California students from the campus to the opera house in San Francisco for “Girl Night at the Opera.”

Real traveling, however, has been in order for charters arranged by the Oakland YWCA to take members and their guests to spots of interest throughout California.

The "Y" adventure charters already have ranged the state, with trips to Santa Barbara, Hearst Castle, Monterey peninsula, Sunset House at Menlo Park, an Oakland church tour and a Christmas decorations trip on the schedule for the autumn months.

Operators T. E. Powers and R. J. Mac-Donald are the popular drivers for these trips.
At an adjourned regular meeting May 28, 1962, the Board of Directors:

- Authorized General Manager to relocate offices of claims department in general office building, vacating present leased quarters, on motion of Director McDonnell.

- Approved new Sunday and Holiday Pass, effective July 1, for three-month trial period, on motion of Director Coburn.

At the regular meeting June 13, 1962, the Board of Directors:

- Authorized appropriation of $5,000 for study of plans of San Francisco Bay Area Rapid Transit District as they relate to operations and finances of Alameda-Contra Costa Transit District, on motion of Director Coburn.

- Agreed to share with cities of Fremont, Newark and Union City the cost of a $6,000 transit study of the area, on motion of Director McDonnell.

- Established positions of administrative, operations and executive assistants to the general manager and director of research and planning, and abolished position of transportation analyst, on motion of Director Berk.

- Approved operating estimate for 1962-63 fiscal year, on motion of Director Coburn.

### District Teenage Safety Instruction Cited

Two representatives of AC Transit’s Claims Department have been awarded “Certificates of Merit” from Western Insurance Information Services for their efforts in teaching East Bay teenagers the importance of safe driving.

The awards were given to Frank Gardin and Fred Clarrage at a San Francisco banquet in recognition of hours spent instructing classes at San Leandro High School on what can be done to eliminate accidents and to bring down insurance rates, which are particularly high for the teenage group.

The men explained why the rates must be higher for young drivers and how the students could learn to be safer drivers.

The Western Insurance Information Services was formed by insurance groups to encourage safer driving among teenagers and adults.