District Ends Year
With Rider Gains,
Financial Growth

The transit district has completed its second fiscal year on a sound and vigorous note—and in a far more favorable financial position than anticipated at the outset of the 12-month period.

Despite major service expansion and the effects of a wage increase for district personnel, net operating revenue of $1,267,600 was approximately $243,000 greater than estimated at the beginning of the year.

The district's financial status, its impressive growth and its accomplishments were detailed this month in the second annual report—appropriately issued to mark AC Transit's second anniversary.

In his review of the year, General Manager K. F. Hensel attributed the encouraging financial outlook to several factors, including a sizeable growth in charter revenue, maintenance and other operating efficiencies and savings resulting from a decision of the Board of Directors to operate its own claims department and convert its indemnity program to a partial self-insurance plan.

Hensel added that a careful analysis of year-end results and trends indicates a continuing increase in patronage which he believes "will be sufficient at the current level of fares and taxes, together with available surplus funds, to meet ob-

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AC Transit Maintains ‘Hands-off’ Policy on Rapid Transit Bonds

AC Transit probably will not take a position on the rapid transit bond issue which will be on the general election ballot Nov. 6.

But if voters do approve the rapid transit plan proposed by the San Francisco Bay Area Rapid Transit District, AC Transit "will make every effort to coordinate its own bus operation with the three-county rapid transit project."

William J. Bettencourt, president of the AC Transit board of directors, gave this summary of the district's position this month during a meeting with downtown Oakland retailers and property owners.

The transit official also repeatedly referred to the "confusion in the public's mind" over sponsorship of the rapid transit bond issue.

The rapid transit proposal has been engineered and submitted by the Bay Area Rapid Transit District—not AC Transit, Bettencourt emphasized. The two districts are entirely different public agencies.

He pointed out that AC Transit was created by the people six years ago to take over and improve public transportation in the East Bay, while the Bay Area Rapid Transit District was established by the State Legislature to develop a re-
AC Transit Has Earned Respect

All too often the new image of the Alameda-Contra Costa Transit District is what is reflected in the new silver-sided buses in service on East Bay streets. True, the new coaches are one symbol of transit progress in an area that for long was saddled with poor bus service and just a plain discourteous outlook toward the public by Key System.

The real success of AC Transit, although symbolized by the new buses, is how these buses have been used by the district as tools to improve service and attract riders.

By implementing expensive engineering studies, instead of filing them as San Francisco and Los Angeles have done, AC has become one of the most successful publicly-owned transit systems in the nation.

AC has extended its bus lines and improved its services. Never before in East Bay history could local groups sit down with transit officials and discuss what bus lines are needed in their areas, or possible service improvements.

Just as important as the service improvements and new equipment is the outlook AC has brought to transit in the East Bay.

AC Transit is pioneering a new concept around here. They feel they are being paid to serve the public. For the first time in a long while, citizens—the passengers of the district—are treated like human beings, not just someone to fill the coffers and pay the stockholders.

One has only to look once at the attitude of the Municipal Railway of San Francisco and the public apathy toward the Los Angeles Metropolitan Transit Authority, to appreciate AC Transit.

AC Transit has become part of the East Bay community. It has earned this respect and admiration of the area by its actions—not its promises.

District Wins Top Maintenance Honors

One of the coveted awards of the industry, the Fleet Owner Maintenance Efficiency Award for 1962, was presented to AC Transit this month for its excellent maintenance performance.

J. Brooks Rice, maintenance manager, accepted the honors for the district at a banquet in Detroit which highlighted the National Fleet Owner Conference.

The award includes a mounted plaque and a blue and gold pennant.

AC Transit was one of two urban public transit properties in Northern California to be named a winner in the 53rd annual awards given by Fleet Owner, national trade magazine of the truck and transit industry. The Sacramento Transit Authority also was honored, receiving another star for a pennant already won.

Awards are based on achievement of most favorable balance between low maintenance costs and reliable, trouble-free operation. The selection committee also considered number of miles operated per road call, number of buses available for service at all times, cost of maintenance per mile and general excellence of repair and maintenance facilities.

The district, in its entry, stressed the extent of effort spent in the maintenance of bright, clean buses.

Passengers Give Party For ‘Top Cookie’

Dorothy Torrenga, the “grandma of the 18 line,” who tops the seniority list among the district’s women operators, gathered in a new title this month: “Top Cookie.”

Passengers, who think Dorothy is a “real doll,” bestowed the honors when they gave her a cookie shower to celebrate her 20th anniversary as an operator.

It turned out to be a day-long party that has probably never been matched by another transit property—at least not in cookies.

The festivities got underway on her first schedule on “anniversary day.”

Tipped off ahead of time by a feature in the Oakland Tribune and by broadcasts by radio news analyst John K. Chapel—one of her riders—the passengers gathered at the end of the Line 18 at Walla Vista and Balfour Aves.

One couple, celebrating their own 52nd wedding anniversary, came from the outskirts of San Leandro to renew an old friendship. Oscar Vitt, one-time baseball great, came from his nearby home.

All together, some 30 passengers made it quite a party. J. D. Goodman, superintendent of the Emeryville division, pinned a corsage; G. L. Modjeski, chief clerk at the division, provided extra boxes of home-made cookies, to be shared with the celebrants.

But the festivities didn’t stop there. Passengers boarding during the day added their own cookies and presents.

Mrs. Torrenga made her start with Key System on Sept. 30, 1942, worked as a street car operator until 1948 and then switched to buses. She has one daughter and seven grandchildren.

She also has a cheerful formula for making friends for the district:

“I’m just liable to say anything. I talk to everybody—maybe just a hello, but something to put them at ease and help them enjoy their trip.”

SWEET TRIBUTE - A day-long party celebrated Dorothy Torrenga’s 20 years as a bus driver. J. D. Goodman, above, started festivities by pinning a corsage on Dorothy. Then riders, waiting at the end of her Line 18 run, showered her with cookies and gifts.
Annual Report Shows Progress of Year
(Continued from Page 1)
ligations, provide further service improvement and maintain the district's financial integrity.”
William J. Bettencourt, board president, in his message to citizens of the district, also reported on a year of impressive growth.
“We have moved constantly ahead, and we have kept our promises to the citizens of the district. New lines have been put into service, bringing the first bus transportation to many areas. Improvements have been made to almost every line. And we continue to move forward to make bus riding not only fast and efficient, but convenient and attractive.”
“These accomplishments were achieved with no increase in the tax rate and no increase in fares,” he said.
The board president pointed out that more East Bay people than ever are riding the bus — and liking it — obviously agreeing that “It's Smart to Ride the Bus.”
He reaffirmed the district's pledge to continue improvements, particularly in the field of speeding up and streamlining existing service.
Detailed in the report are these achievements:
• A total of 21,849,270 annual service miles, of which 1,652,800 were added in the past year.
• A fleet of 630 motor coaches in service, including 250 new units. (The number of new buses jumped to 280 last month.)
• Inauguration of an exclusive bus lane on the Bay Bridge; the first of several “park and ride” facilities, and an East Bay Sunday and holiday pass.
• Salary adjustments for supervisory personnel and office employees, resulting in an average increase of 6 percent; plus an hourly wage increase of 5.5 percent for contract employees.
• Pension plan and vacation and sick leave benefits extended to non-contract personnel.
• Inauguration of six new lines; extensions and improvements affecting almost all transbay and local service.
• Fares reduced for teenagers on East Bay and transbay lines.
• Rehabilitation of all diesel-operated equipment acquired from Key System Transit Lines.
• New information signs installed at downtown Oakland bus stops and at the Transbay Transit Terminal in San Francisco; new tokens and holders issued.
During the past year, passenger revenue totaled $11,913,440, an increase of 4.5 percent. Riders carried amounted to 49,986,600, a growth of 4.5 percent.

New Bus Stop Signs Erected in Alameda
A program of providing increased schedule information at bus loading zones was started in Alameda this month as part of a city-wide job of posting new signs and repainting coach stop poles.
Signs listing hours of operation were posted along transbay line W-Encinal which runs only during commuter hours. The project is one of the first steps in a district-wide program to post at bus loading zones the hours the line operates where service is not provided around the clock, seven days a week.
Coach stop poles in Alameda also are being repainted in district colors.

Patronage, Commute Book Sales Continue to Climb
Transit patronage continued an upward trend in August, with 4,005,000 riders carried during the month — an increase of 3 percent over the same month a year ago.
Transbay commute book sales for the month were up 8 percent over August, 1961, showing an increase of $12,100 to $163,800 for total book sales.
Passenger revenue for the month of $1,030,100 plus other income of $65,000 was adequate to meet all operational costs, which were up 7.9 percent over August, 1961. This income provided for amortization and depreciation, but was not sufficient for bonded debt requirements of bond interest, leaving a deficit of $96,100 for the month. Surplus carry-over funds and anticipated savings from the district’s new self-insurance program are expected to offset this deficit.
Miles operated in August totaled 1,927,700, an increase of 61,600 or 3.3 percent over August, 1961.
Fun Pass Revives Trolley Tour Tradition

A tradition dear to the hearts of those with an elastic memory has been revived by the district in continuing its Sunday and holiday fun pass on a year-round basis.

Back 50 years ago, the Key Trolley tour was popular, attaining special fame as a side trip for visitors to the 1915 Panama-Pacific Exposition.

The Oakland Traction Company started the tour in 1911, using a car painted blue and lettered in gold. It was a slow-paced sort of era, when Oakland boasted an ostrich farm at High and East 14th Sts., and a Key Route Inn with trains running through its portals.

It also had F. M. “Borax” Smith, who not only founded a transportation network, but was delighted to open the grounds of his own estate for the trolley car sightseers.

The excursion started at the Key Route Inn at 22nd and Broadway, ran down Broadway to 12th St., then doubled back to Berkeley for a tour through the University of California campus. From there, the excursionists were taken up Arlington Avenue, for a view of the bay.

Returning to downtown Berkeley, the car switched up Piedmont Ave. to Piedmont Springs Park and the Japanese Gardens where luncheon was served — in latter years, the itinerary was altered and lunch was provided at Hotel Oakland.

The car returned to downtown Oakland; ran around Lake Merritt to reach the Arbor Villa estate of “Borax Smith,” then continued to the Ostrich Farm. From there it switched over the Park St. bridge to Alameda and a view of tree-lined streets and pleasant homes. It finally returned to downtown Oakland at 5 p.m., concluding a seven-hour tour that cost $1.

Popular for some five years, the tour for a time included the Havens Art Gallery and Idora Park, before it was discontinued in the latter part of 1916.

Different from the Key Trolley trip, the AC Transit’s excursion pass sells for 60 cents and allows the purchaser to ride anywhere in the East Bay during a 24-hour period. But no ostriches!

District Joins in Study of Bus Loading

AC Transit joined with the City of Oakland this month in an effort to improve bus loading and traffic movement on downtown streets.

A joint study into the complex problem resulted from a preliminary investigation by the City Planning Commission into the feasibility of locating AC Transit bus stops at the far sides of intersections as a means of facilitating traffic.

While the district will make every effort to cooperate in expanding the use of far side stops, General Manager K. F. Hensel advised the Commission it is only a partial step toward freeing the flow of traffic.

Hensel proposed consideration of additional measures for periods of heavy commute hour traffic. They included prohibiting parking in certain congested areas and the possible assignment of exclusive lanes to commute buses, during these peak hours.

The district already employs far side stops at a number of intersections, Hensel added, and would be happy to consider their extension wherever conditions are advantageous. But, he advised, “circumstances vary at different locations.”

The extent of their variation was stressed by Jay Czizek, Oakland city traffic engineer who listed 31 “traffic control” or operating factors to be weighed in moving bus stops to the far side of intersections.

Included were amount of right-turn traffic, converging or diverging traffic, on-street parking, truck loading, driveway cuts, reaction from property owners, and location of basement elevators.

Also to be considered, Czizek said, is whether there is a heavy transfer of passengers from a bus approaching from left or right; whether the bus turns at the intersection; condition of sidewalks, lighting, weather protection and type of establishment in front of which the passengers would be required to wait for approaching buses.

About 40 percent of the city’s 1,450 bus stops already are on the far side, according to Czizek. No city has gone into 100 percent far side bus operation unless all onstreet parking was removed and an exclusive bus lane was established adjacent to the curb, he added.

The problem of having the tail end of a bus sticking out in traffic — particularly aggravating to motorists — probably could be solved by lengthening of loading zones at some stops, according to E. Sam Davis, director of AC Transit research and planning.

He said the district has long sought — unsuccessfully — to have the length of the zones extended.

“Some of them just aren’t big enough. We can’t get into them. And we need to have them kept free.”

Davis also suggested the possible elimination of right and left traffic turns at certain locations as a means of speeding traffic flow.

IN MEMORIAM

Deaths of three veteran transit workers were reported this month, all of them pioneers from the early days of local transportation.

Frank J. Schoop Sr., who died Sept. 15, entered service in 1902 and was pensioned 46 years later, after serving as an electrical department foreman.

Mr. Schoop, 83, lived with his wife, Nora, at 40 Montell St., Oakland.

Joseph H. Ashmore, 64, entered service in 1923 and was pensioned in 1961 as a motor coach operator. Mr. Ashmore, who died Sept. 20, lived with his wife, Margaret, at 3016 Brook St., Oakland.


He went to work as a street car operator in 1907 and was pensioned in 1948. He lived at 1218 107th Ave., Oakland.
Candidates File For Seats on AC Board

Ten candidates, including four incumbents, will be seeking posts on the district's board of directors at the Nov. 6 general election.

Four of the candidates will be running against Col. Robert M. Copeland, vice president of the board, for the office of director-at-large.

Colonel Copeland, who lives at 80 Norwood Ave., Kensington, has been a director since the district was formed in 1956. A retired U. S. Army engineer, he also is a director of the Stege Sanitary District.

In addition to Col. Copeland, candidates seeking election as director-at-large include:
- J. Howard Arnold, 1058 Pomona Ave., Albany, consulting engineer and former member of the board who was defeated for re-election two years ago;
- Hector (Reno) Reyna, 1522-24th Ave., Oakland, specialist political organizer;
- Y. Charles Soda, 457 Merritt Ave., Oakland, East Bay contractor; and
- Mrs. Kathe S. Zahn, 911 Santa Fe Ave., Oakland, housewife, former Albany mayor and city council-woman.


Bettencourt, an executive with Friden, Inc., also has served the district since it was formed.

Another veteran district director, John L. McDonnell, 5109 Cochrane Ave., Oakland, director of Ward III, is being opposed by Roy P. Mitchell, 1922 14th Ave., Oakland, a jeweler. McDonnell is an East Bay nurseryman.

E. Guy Warren of 17031 Cull Canyon Rd., Hayward, south county trucking executive and director of Ward V, is unopposed.

Workers Enjoy Trip

Along with their own private system for “beating the bank,” a group of AC Transit employees took friends, relatives and a chartered district bus to Lake Tahoe recently for a weekend outing.

L. O. Alward of the schedule department assisted operator Robert MacDonald in welcoming the passengers, who literally sang their way to the top — and down again to the southern end of Lake Tahoe. The trip was arranged by Robert Dunn of the purchasing department.

All is Not Fare in Bus Riding; Almost Anything Can Turn Up in Coin Boxes

After considering the weird things that turn up in fare boxes, district officials have decided that bus riders frequently are preoccupied — and hold more in their hands than a token or coins.

... Or, lean over a little too far — and there goes another fountain pen or pencil into the box!

Along with the more usual fares, the boxes have turned up such things as a hearing aid battery, a cigarette holder, two wedding rings and a man’s ring.

The treasury department has also recovered a ruler, a coin purse, a tie clasp, a small religious statue. But keys seem to be the most common contribution, ranging from house keys to a “magic” key from Children’s Fairyland.

WHAT NEXT? — W. G. Skilling, AC Transit assistant treasurer, shows Mrs. Kathy Alter, typist clerk, some of the strange things that turn up in bus fare boxes — besides tokens and money. The collection has ranged from a hearing aid battery to wedding rings, but keys are a common contribution, along with lucky pieces and pet coins. Items are returned, when possible.
AC Engineers See Loss Under BARTD Plan

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Regional plan of rapid transit for the entire San Francisco Bay Area.

AC Transit favors all feasible improvement of transit, whether local or regional, that will assist in meeting the needs of the East Bay, Bettencourt stressed. At the same time, he added, AC Transit feels its patrons and taxpayers should be cognizant of the possible costs involved.

At the request of the Alameda County Highway Advisory Committee, AC Transit recently had an engineering report prepared by the firm of De Leuw, Cather & Co., on the effect of the rapid transit plan on operations of AC Transit, Bettencourt reported.

Loss to AC Transit

The engineers concluded in the report that inauguration of the rapid transit system would reduce AC Transit net operating revenue by an estimated $3,355,000 in the year 1969. On the basis of today's tax base, the amount represents a tax subsidy of 20 cents per $100 assessed valuation, Bettencourt said.

The DeLeuw, Cather report was based on assumptions made by rapid transit district engineers, Bettencourt said. They assumed AC Transit would give up all transbay service, that no split fares would exist on transbay service, and that AC Transit would be expected to provide special feeder service to all rapid transit stations within AC Transit boundaries. In addition, AC Transit would be expected to adjust its express and other lines to accommodate the rapid transit system.

However, the assumptions made by the rapid transit engineers do not necessarily represent present or future decisions of policy by the AC Transit board of directors, Bettencourt stressed.

Agreement Needed

"Such policy decisions cannot be made until a full and complete understanding is reached between the rapid transit district and AC Transit," Bettencourt said.

"The AC Transit board of directors is responsible to both transit patrons and East Bay taxpayers," he added, "and any ultimate agreement with the rapid transit district must best serve the interests of riders and property owners within the AC Transit District."

The meeting was called by the Central Business District Association of Oakland and included directors from the Downtown Property Owners Assn., Uptown Assn., Downtown Oakland Inc., and Retail Merchants, Inc.

AC Employees Support United Crusade Drive; Strive for New Record

AC Transit was making an all-out participation this month in the 1962 United Bay Area Crusade, aiming not only for a 100 percent goal, but to top the $12,300 contributed by workers in 1961.

At the first report meeting, the district had a substantial lead over other units in the Public Employees Division. The division, headed by K. F. Hensel, district general manager, as chairman, is made up of public workers in Alameda County.

Half-way through the campaign, slated to end Oct. 26, the district had tallied 58 percent participation, with workers making a choice of a cash donation or payroll deduction.

John F. Larson, treasurer-controller, again is heading the district's effort as campaign chairman, with William G. Skilling, assistant treasurer, as vice chairman. F. Vern Stambaugh, president of the Carmen's Union, is heading up participation of the union membership.

Someone Else Can Drive; After 41 Years Operator Decides It's Time to Retire

After 41 years as an operator, Edwin N. Canby has decided it's time to let someone else do the driving — while he relaxes at some traveling, fishing and gardening on his own.

Canby, 65, of 535 36th St., Richmond, retired effective Oct. 1, but not without fond farewells from long-time passengers on Line 7—Arlington Ave. and from fellow workers.

Some 150 of his friends at the Richmond division gave Canby a special send-off, complete with cake, coffee and the presentation of new fishing equipment and a cash gift.

Earlier, passengers on Line 7 offered their best wishes — and their thanks for his years of cheerful driving — when he made his farewell ride down Euclid Ave. The children, particularly, considered him a favorite and it's going to be a double case of "missing." Ed thinks he'll miss the youngsters most of all, but he hopes they'll send him cards "so I'll know what they're all doing."

Transportation seemed to run in the Canby family. His father went to work for the Oakland Traction Co. in 1906; Ed followed him on the cars in 1922, switching to buses in 1932.

Canby, who had been on Line 7 for the past 12 years, expects to have time now for some of his hobbies, including the raising of fuchsias. He also expects to catch up with things around the house.

"Now when my wife, Tillie, says 'fix this,' I guess I'll have to fix it," he quipped.
At an adjourned regular meeting September 26, 1962, the Board of Directors:

• Retained De Leuw, Cather & Company of San Francisco as consulting engineers for the District to assist in technical analyses and evaluations, at a monthly fee of $200, on motion of Director Berk.

• Authorized General Manager to secure appraisal to determine market value of abandoned Pinedale Terminal property in Hayward, and to request extension of use permit from City of Berkeley for continued occupancy and improvement of Park and Ride Center, on motion of Director Coburn.

At the regular meeting October 10, 1962, the Board of Directors:

• Directed preparation of a resolution commending J. Brooks Rice, maintenance manager, and entire maintenance force for loyal cooperation and for excellence of work performed in achieving Fleet Owner Maintenance Efficiency Award for 1962, on motion of Director Barber.

**Buses Carry 44,000 to Airport Opening**

One of AC Transit’s most complicated week-end operations also turned out to be one of its biggest, carrying viewers who attended open house and dedication ceremonies at the new Metropolitan Oakland International Airport.

During the two-day event, district buses carried 44,000 passengers. Another record was tallied up on Sunday, with 1731 Sunday passes sold, most of them to riders bound for the dedication event.

Two separate services were provided. A special express bus service was operated from downtown Oakland and Alameda, via an exclusive bus lane direct to the terminal. Other buses, chartered for the event, gave continual loop service from parking areas.

Both operations performed smoothly and efficiently, despite the congestion, according to D. J. Potter, transportation manager.