Public Report Made on Tri-City Bus Network

Public presentation of a transit plan for the cities of Fremont, Newark and Union City was held this month to outline engineering proposals which were designed to help solve the transportation needs of Washington Township.

The plan, reported by the San Francisco engineering firm of De Leuw, Cather & Co. after an eight-month study, proposes inauguration of four local bus lines in the tri-city area and annexation to the AC Transit District.

The proposals were formally presented by the engineers at a public meeting at the Newark High School. Invited to the meeting were the city councils of the three cities, the board of directors of AC Transit and the public.

The report, result of a study undertaken last August and jointly financed by the three cities and the transit district, was presented earlier in the month to the city councils, district directors, and made available to area newspapers.

The proposed network would provide the first public transit for the township and would connect all major residential and commercial districts—tying closer together an area encompassing 113 square miles, and a population of 90,000 residents.

(Continued on Page 2)

Ray H. Rinehart Takes Seat on District Board

Ray H. Rinehart, 51, certified public accountant with experience as a laboring man, business executive and in public service, has been named to AC Transit's board of directors to fill out the unexpired term of Robert K. Barber, who resigned.

Barber, veteran board member, left the district to accept an appointment to the Oakland-Piedmont Municipal Court bench.

After directors announced Rinehart's appointment, Judge Barber administered the oath of office to his successor. Rinehart's term will expire January, 1965.

A one-time truck driver who became a certified public accountant in 1957 after years of working as a public accountant and taking graduate studies in business law and accounting, Rinehart was chosen out of 15 candidates.

Board president Robert M. Copeland commended the new director as a member with knowledge and experience on "both sides of the fence"—as a one-time truck driver and as a representative of employers.

Copeland added the directors felt Rinehart had "training, experience and interest in financial matters and in fields"
Annexation to AC Transit Proposed

(The Initial four lines) The plan was designed to bring bus service to within half-a-mile walking distance of all homes in the developed areas, giving each city and outlying areas bus transportation to shopping centers, public buildings, many of the schools, hospitals and other important facilities—as well as to neighboring communities. Two of the four proposed lines would connect with present AC Transit service at Fairway Park, providing a direct link to existing public bus service throughout the East Bay and to San Francisco. The proposed service could be expected to result in a deficit operation for at least the first five years, but could be subsidized at a cost to each resident of approximately $2 a year—"a small price to pay for the benefits and advantages of transit service," in the opinion of the engineers.

Plans for extending the initial bus system as the area develops and patronage increases also are included in the report.

Alameda and Contra Costa Supervisors Join Opposition to Bus Charter Bill

Boards of supervisors in Alameda and Contra Costa County have joined the long list of opponents urging defeat of a bill which would put AC Transit out of the charter bus business—at the expense of the public.

The two boards officially voted to oppose the legislation after a detailed study into its purposes and effects.

The bill, sponsored by Eastshore Lines, a private charter firm in Berkeley, was passed by the State Assembly last month. It was scheduled to be heard by the Senate's Governmental Efficiency Committee on April 25. The committee is under the chairmanship of Luther E. Gibson of Vallejo.

The legislation would prohibit AC Transit from operating charter bus service, depriving the district of this source of revenue. The resulting deficit would have to be made up through a tax or fare increase, if the bill is approved.

The El Cerrito and San Pablo City Councils added their opposition to the bill during the month, joining similar stands taken by City Councils in Berkeley, Alameda, Oakland, San Leandro and Emeryville.

Also on record against the measure are nine bay area newspapers; chambers of commerce, organizations, labor groups, and civic and transit representatives outside of the district.

The district, in its opposition, has pointed out that revenue from charter bus operations last year covered the operating loss from four new bus lines. Slightly more than $241,000 was collected through charter operations in the last fiscal year, of which about $77,000 represented net operating revenue. There was a net financial benefit to the district of approximately $130,000 however, through use of drivers and equipment that otherwise would have been idle.

The bill also has been attacked as being "flagrant discrimination" in that AC Transit was the only one of 16 publicly owned transit districts named in the legislation, although all are entitled to operate charter service.

Approval will not only prevent the public from chartering its own buses, but also will adversely affect school children. Some 42 percent of the district's charter operations last January, for example, involved carrying students to athletic or other events which would be banned by the proposed legislation.

New 'Park & Ride' Site Set for San Leandro

Plans for the district's second Park and Ride facility, to be located in San Leandro, were in the working stage this month. The new facility will be located at East 14th St. and 136th Ave., on property owned by the San Leandro School District.

The district will level off the site to provide parking for about 50 cars. Use of the property was authorized rent-free until the school district sells the land or makes other plans for its use, after which time the transit district must vacate the lot within 60 days.

Directors approved the proposal on the basis of the success of the first Park and Ride Center, at Berryman and Henry Sts. in Berkeley.

District officials indicated another San Leandro location would be established if the experiment in San Leandro proves a success but the transit district is forced to give up the school property.
Riders Make February Banner Month

Despite rainy and cold weather, a record number of new riders joined AC Transit's growing family during February, boosting the passenger count to 4,054,320, an increase of 7.9 percent over the same month in 1962. Although it rained seven days out of the 28 days in the month, passenger revenue totaled $990,990, as compared to February a year ago, when revenue tallied $877,995. The gain in revenue totaled $72,994, or an increase of 8.3 percent.

Transbay commute book sales also were up for February, an increase of 6.8 percent over a year ago. The nation's entire transit industry continued to show a decline and was down 2.1 percent for the month.

Passenger revenue, plus other income, totaled $1,020,870 and was adequate to meet all operational costs of $999,370, which were up 6.3 percent over February, 1962. Revenues were not adequate, however, to cover all expenses, including amortization and depreciation and bond debt requirements, leaving a deficit for the month of $154,711.

Miles operated in February totaled 1,718,212, an increase of 48,324 or 2.9 percent over the same month a year ago.

Streamlined 'Ride & Shop' Plan to Continue

Shoppers can expect free-round-trip bus transit to downtown Berkeley for the rest of the year under a streamlined "Ride & Shop" validating plan approved this month by Berkeley merchants. Extension of the plan for the remainder of the calendar year and inauguration of a simplified system, whereby validated coupons will be replaced by tokens, was scheduled for approval later in the month by transit directors.

Started last Nov. 15 for a two-months trial period with 31 participants, the plan now has 44 firms taking part. Shoppers will continue to get their "Ride & Shop" coupons from operators on any bus line operating to or through Berkeley. Upon presenting the coupon at a participating concern after a minimum purchase, however, the shopper will be given a bus token, instead of receiving a validated ticket, for deposit in the fare box.

The new system will give the merchants an accurate check on the plan, while accounting procedures at AC Transit will be considerably simplified. It will also save the procurement expense of special rubber stamps made for validation use.

Tokens will be issued initially to each firm on consignment. Merchants may replace their supply by purchase either at district headquarters or at downtown Berkeley banks which have agreed to handle the exchange.

Similar plans for offering free bus transit to shoppers are now being considered by merchants in Richmond and downtown Oakland.

During the first four and a half months of the plan's operation, Berkeley shoppers dropped 12,000 validated tickets in district fare boxes.

Certified Public Accountant Appointed To Fill Out Term on AC Transit Board

(Continued from Page 1)

of business and community service which will be of special and invaluable assistance to the board."

Rinehart started his accounting studies while serving in the South Pacific with the Merchant Marine during World War II, receiving a license as a public accountant in 1945. He was a board member and past district governor of the Society of California Accountants and currently is legislative chairman of East Bay chapter, California Society of Certified Public Accountants.

Rinehart is past president of the Oakland Serra Club; a member of the board of directors of St. Vincent's Day Home and the Serra Center for girls; treasurer of the Alameda County Central District of the Diocesan Council of Catholic Men and the Boy Scouts of America, Troop 6, Piedmont Council.

Rinehart, who will be a director at large, lives at 190 Sunnyspring Rd., Piedmont, with his wife, Patricia. They have two sons, Gary, 17, and James, 12.

NEW DIRECTOR-Ray H. Rinehart, 51, takes oath of office as director at large on district board from his predecessor, Judge Robert K. Barber, who recently resigned to accept bench appointment.
New Workers Welcomed to District

March turned out to be a banner month for new employees, with the following joining other AC Transit workers:

**Emeryville Division**

**Stores:** George Austin Akers, Jr., 5605 College Ave, Oakland, parts clerk.

**Maintenance:** Max Berger, 2780 Orlando Ave., Hayward, service employee "B."

**Transportation:** Terrie Ann Leonetti, PBX-Information: Barbara Marie Marquardt, 2087 Wilume Ave., Castro Valley, part time clerk.

**Bus Operators:** J. F. Burris, Jr., 56014th St., Oakland; H. C. Gilmore, Jr., 736 Chanslor Circle, Richmond; B. J. Brewer, 1490 Monterey Ave., Oakland, parts clerk.

**Maintenance:** Lorentz Fulop, 3219 Central Ave., Alameda; Tommy J. Garnad, 5901 Woolsey St., Berkeley; Russell Hinton, 52 Celia Dr., Pleasanton, PBX-information, "B." Lester Victor Vanoni, 3049 Ponderosa Dr., Concord, service employee "B."

**Bus Operators:** H. C. Gilmore, Jr., 736 Blaine Way, Hayward; C. D. Beston, 1259 - 96th Ave., Oakland; Paul Krause, 2001-45th Ave., Oakland; E. L. McGehee, 2326 E. 14th St., Apt. 1, Hartsell Ballard, 927 - 50th St., Richmond; B. E. Dungan, 929-D 55th St., Richmond; P. L. Collins, Jr., 11668 Diaz Dr., Fremont; C. W. Widwell, 1428 - 44th Ave., Oakland; Richard Hayes, 101 - 17th St., Apt. 4, Oakland.

**Richmond Division**

**Bus Operators:** B. J. Brewer, 149 Chanslor Circle, Richmond; B. J. Simpson, 3141 Groom Dr., Richmond; R. E. Hardy, 1712 Dunn Ave., Richmond; W. D. Smother, 1213 - 23rd St., San Pablo; K. R. Miller, 521 S. 36th St., Richmond.

**Seminary Division**

**Maintenance:** Rooder Vanoni, 3049 Ponderosa Dr., Concord, service employee "B."


**President Copeland**

**Names Committees**

Board President Robert M. Copeland has appointed the following committees of the board of directors to serve during 1963:

**Finance:** John L. McDonnell, chairman; William E. Berk, Ray H. Rinehart.

**Personnel and Public Relations:** William J. Bettencourt, chairman; William E. Berk, Ray H. Rinehart.

**Project Development:** E. Guy Warren, chairman; William J. Bettencourt, John L. McDonnell.

Copeland and William H. Coburn, Jr, vice president of the board, will serve as ex-officio members of all committees.

It's All in the Toot!

The Man Behind the Horn is the Man Behind the Wheel—a Tuneful Veteran

By Virginia Domension

Remember when music was sweet and Horace Heidt had one of the most famous bands? And if you could get enough change together, the thing to do was to go to the Claremont Hotel and drift merrily into romance?

The handsome man behind the saxophone and clarinet might have a familiar look. He's still with us, as Edwin W. Derbidge, but he toots a different horn these days—on Line 11—Oakland Ave. as a veteran AC Transit bus operator.

While Derbidge may be recalled by many as a musician who blew mighty sweet notes with well-known bands, he also made history on the other end of the scale some 28 years ago by accidentally taking—and surviving—a 2 a.m. pitch off the Key System pier into the bay. Luck trumpeted on his side that night.

Derbidge, who had put down his musical instruments for a transportation career in 1935, was working as night watchman at the Key pier.

He heard a noise, peered over the edge and the timeclock around his neck pulled him off balance and into the water. A heavy overcoat, mackinaw, gloves, boots, the timeclock and a strong tide soon proved he couldn't make it to a nearby powerhouse. But he did just manage to splash furiously to a piling and hang on.

The second mate on the ferry San Leandro heard his cries, put out a tender hawser. But he did just manage to splash furiously to a piling and hang on.

He and his wife live at 561 - 40th St., while his daughter, who played her father’s clarinet in the Oakland Tech High band, is now Mrs. Susan Huelter of Campbell, with Rickie, 4 and Chris, 2.

And the tooting done these days is about those grandparents.

IT'S STILL WET — Ed Derbidge has been careful about piers since he took a nose-dive off old Key System ferry slip.

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IT'S STILL WET — Ed Derbidge has been careful about piers since he took a nose-dive off old Key System ferry slip.
At an adjourned regular meeting March 27, 1963, the Board of Directors:

- Appointed Ray H. Rinehart to fill unexpired term of resigned director Robert K. Barber, on motion of Director McDonnell.

- Appropriated $1000 toward cost of development plan study for Oakland central business district, on motion of Director Bettencourt.

- Authorized removal of midday shuttle service on Line H, extension of Line L service, extension of Berkeley Ride & Shop plan for 30 days, establishment of park-ride facility in San Leandro, and denied request for reduced fares for college students, on motion of Director Bettencourt.

* * *

At the regular meeting April 10, 1963, the Board of Directors:

- Amended rules for procedure to officially move offices of district to Latham Square Building, 508 - 16th St., Oakland, on motion of Director Coburn.

- Denied request of Fielder, Sorensen & Davis, Inc., to install advertising frames on front of district buses, on motion of Director Bettencourt.

- Approved appointment of General Manager to American Transit Association committee on nominations and his attendance at a meeting of the same committee in New York in June, on motion of Director Coburn.

Midday Shuttle on Line H Abandoned

Midday shuttle service on Line H- Sacramento St. was discontinued April 8, after a traffic study showed it was carrying less than one passenger per trip and, for the most part was duplicated by service provided by other lines.

The abandonment did not affect the Line H transbay peak-hour service.

Previous to abandonment, notices were posted on buses and coach stops, patrons were informed of the pending action and the matter reviewed at meetings of the AC board of directors and the Berkeley City Council.