Inauguration of a new transbay commute line in Oakland and expansion of Berkeley hill area service were among improvements approved this month by district directors to upgrade service for increasing patronage.

New Montclair peak-hour expresses to San Francisco will make use of Park Blvd. and the MacArthur Freeway, cutting existing travel time to San Francisco by at least 10 minutes.

The freeway expresses will begin in September with trips extended to the Crestmont area as required. The present Line C-Montclair commute service also will be rerouted over part of Line 59 to give direct San Francisco service to an expanded area.

Service Extended

Extension of present Line 75 service south of Grizzly Peak Blvd. in September will bring bus transit to a larger hill area of Berkeley. Proposed consolidation of Line 75 and Line 7 also will provide Saturday service for the first time to residents along Grizzly Peak Blvd. and increase frequency on Arlington Ave. in Kensington.

Other service improvements were inaugurated on local lines during July, as part of the district's new project of evaluating and refining each route to improve operating efficiency and convenience of service.

District Bus Operators
Set Highest Record Yet In Safe Driving Mileage

For three months in a row, AC Transit bus operators have set an impressive safety record—best record, as a matter of fact, in district history.

Drivers were involved in one accident for every 12,214 miles of travel. For the same months of April, May and June, 1962, the rate was one accident per 10,137 miles.

Not since the Key System started keeping modern records in 1947, have drivers turned in three consecutive months of such safe operations.

Good attitude, good equipment and good maintenance were credited for the record, along with a major retraining and refresher course given from last fall until spring. A new refresher course, concentrating on safety practices and demonstrations, will get underway again this autumn, to keep workers "safety conscious."
GOLDEN JUBILEE—Jimmy Viguier looks at photo album covering his 50 years as a transit supervisor in ceremonies at a familiar corner, 14th and Broadway. Taking part were, left to right, K. F. Hensel, general manager of AC Transit; Mrs. Viguier, Jimmy, Mayor J. C. Houlihan, and R. M. Copeland, board president of district.

Broadway is His Beat!

'Mayor of Broadway' Celebrates Golden Anniversary as Transportation Supervisor

An unusual ceremony at 14th and Broadway marked a golden anniversary for James L. Viguier, 76, this month—and also gave the “Mayor of Broadway” a chance to meet another public figure, the Mayor of Oakland.

The Oakland mayor, joined by Col. Robert M. Copeland, president of the AC board of directors, and Kenneth F. Hensel, general manager, came from their nearby offices to congratulate Jimmy for his 50 years as a transit supervisor.

For Mayor John C. Houlihan, it was also a formal introduction to the man who has had “Broadway as My Beat” for most of the 87 years spent with Key System and then AC Transit.

Jimmy’s wife, Sally, was there, along with fellow workers who had their own greetings for the man who for half a century has been telling riders what bus to take—and before that, what train, street car, trolley or ferry.

Jimmy, who lives at 975 Tulare Ave., Berkeley, is used to working and walking and has no intention of retiring to what he would consider “unhealthy” leisure. As far as he’s concerned, Broadway IS his beat and he expects to go on doing business at the same old stand.
IRON HORSE GRAVEYARD—Obsolete gasoline-powered buses, going nowhere except to the final scrap heap, form a ghostly line near Seminary division yard. This is what’s left of the old Whites. A few remain in the background, awaiting the acetylene torch.

Ghostly ‘Iron Horses’ Await Final Load

Just like old railfans sigh over the last of the steam trains—and especially that haunting whistle—veteran bus men can mourn a bit over the heap of scrap that signals the end of the gasoline-powered buses which once were the pride of East Bay transportation.

Rows of wheels, which still maintain a shadowy order near the Seminary division yard, plus other pieces of scrap, are about all that remain of the old Whites of the 800, 900 and 1000 series. Once the trustworthy (if smoky) iron horses of bus transportation, the coaches were among 189 gas-eating models retired and sold by the district as new equipment arrived.

Some rolled away to greener pastures; the rest were dissected by the acetylene torch and sold for parts and scrap. A few remain in bus form, but most have been stripped and left sadly “picked.”

At the Richmond division, a similar fate was dealt the old Mac’s. Thirteen were towed away; the remaining five underwent the scrapping torch. There’s not much left now but the memories—and a never-forgotten trail of gasoline fumes.

Firestone Awarded New Lease to Furnish Tires

A new contract to furnish and service tires for AC Transit’s fleet of over 600 buses has been awarded by the board of directors to Firestone Tire and Rubber Company. The new contract, replacing one presently held by the same company, covers a five year period starting in August. The district handles its tire requirements on a lease basis, at cost of approximately $185,000 a year.

The directors voted to award the lease to Firestone after studying the bids of two other firms. The award was made on a mileage rate basis, with an escalator clause to cover adjustments in costs of raw materials and labor changes in the tire industry.

New customers continued to boost AC Transit patronage during May, with 4,538,888 riders carried on local and transbay lines.

With only 12 clear days recorded during the month, compared to 27 clear days in May of 1962, the increase in passengers nevertheless totaled 1.7 percent, or 78,521 additional riders over the same period a year ago.

Passenger revenue for the month was $1,059,646, an increase of $18,515 or 1.8 percent over May, 1962. Commute book sales were $167,600, a boost of 1.7 percent over sales tallied the same month in 1962.

Nationwide, the transit industry showed a decrease of 3 percent, with major properties generally dipping into the red side of the ledger.

Passenger revenue, plus other income, totaled $1,144,908 and was sufficient to meet operational costs of $1,093,973, which were up $55,886 or 5.18 percent over May, 1962. Income was not sufficient, however, to provide for full amortization and depreciation and bond debt requirements. Deficit for the month amounted to $1,191,848. Miles operated totaled 1,943,319, an increase of 56,429 miles or 1.9 percent over the same month a year ago.
Diapers Fly Proudly and Often: Symbol Of Loving Care Given Homeless Waifs

By Virginia Dennison

There probably was no more appropriate place to fly the flag on Independence Day than at the home of Mr. and Mrs. Mario Benassi at 2045 Juneau St., San Leandro. If there was room! “Flags” of another kind fly there almost constantly, dozens of diapers, strung out on lines, marking their own symbol of special appreciation for a new life in a new country.

Mario, a mechanic for AC Transit at the Emeryville division, and his wife, Loredana, came to the United States 12 years ago as people without a country. Their native city of Pola, near the northeastern border of Italy, was taken over by Yugoslavia. He worked where he could in Italy and was married to his home-town sweetheart. But their life really began again in 1951 when, as refugees, they were brought to this country by the International Refugee Organization.

He went to work for Key System in 1954; found new friends and a home of their own in June with the deaths of two pensioned veterans.

IN MEMORIAM

Ernest J. La Chance, 75, of 2514 83rd Ave., Oakland, died on June 24. He went to work as street car operator out of the Second Ave. carhouse until he became a ticket seller at the San Francisco terminal in 1948, died on June 14. He was pensioned in 1958 and lived at 21064 Garden Ave., Hayward.

Walter L. Brill, 79, who entered service in 1922 and worked as an operator out of the Second Ave. carhouse until he became a ticket seller at the San Francisco terminal in 1948, died on June 14. He was pensioned in 1958 and lived at 21064 Garden Ave., Hayward.

IN MEMORIAM

IN MEMORIAM

IN MEMORIAM

FOR INFORMATION, 653-3535.
New 'Man to Man' Program Inaugurated
To Prevent Needless On-the-Job Mishaps

A new approach to preventing "on the job" accidents was inaugurated this month by AC Transit — "man to man" instruction on safe working methods.

An innovation for the district, and industry generally, the program involves brief, personal on-the-scene meetings between supervisory personnel and bus operators or mechanical employees.

Only one specific accident possibility will be handled at a time, with the supervisor or foremen demonstrating and explaining the safe and correct method of doing a certain job.

For bus drivers, the program is being "kicked off" with instruction in the safe method for adjusting the height of the driver's seat.

While operators are being individually briefed on how to lower or raise the seat without causing a back injury, mechanical workers will be getting a demonstration and explanation on how to "lift safely."

After the men are checked out on these fundamentals, the program will continue to another safe working practice.

The idea of "man to man" team work was worked out by G. G. Wadsworth, district safety engineer, to solve a persistent and costly problem of employee injuries.

"No employee wants to get hurt. He knows the disadvantages of being injured, the pain involved, the possibilities of permanent or partial disability, the economic loss to himself and his family," Wadsworth explained.

"The worker suffers—and the district suffers. We're going to be sure every worker, individually, knows the safe way of doing his job."

After making a comprehensive study of on-the-job accidents, Wadsworth worked out the "man to man" approach to cover each of approximately 1,000 drivers and 190 maintenance employees.

Supervisors and foremen were briefed in demonstrating and explaining specific rules of safety. Generally, this plan will be followed:

A supervisor will spend five minutes each day with an individual operator, usually at the end of a line.

The first project, covering how the driver's seat can be adjusted safely, will emphasize:

"Don't try to adjust the height of the driver's seat while sitting in it."

At the same time, foremen will be giving each mechanical worker a check on safe lifting practices ranging from how to stand, lift and turn—by changing feet position and not twisting the body.

Wadsworth expects the first series to take about a month, with 25 supervisors contacting the drivers and 20 to 25 foremen and leading men talking to mechanics.

Then the program will take up another accident cause. For operators—how to grip the steering wheel so they won't be injured by a "kick back" if the bus hits a bump or chuck hole.

Mechanics will proceed to safe and proper methods of using and caring for hand tools.

Strains and sprains, along with cuts and bruises, also will be covered in the weeks ahead. The major goal not only concerns the solving of personal and economic problems but a fervent desire to ban forever such phrases as:

"Oh, my aching back!"
Our Stockholders' Write...

AC Transit is proud to reprint below a few of the many letters of commendation received during the month — letters unsolicited from residents of the East Bay who are owners of the transit system. Letters were selected at random to represent the quality of courtesy, service and safety demonstrated by AC personnel in their most important relationship with our customers.

...The driver (L. G. RADO) is at all times courteous and cooperative to the point of calling out the streets so they can be understood by all passengers. Last Thursday, during a driving rain, he was particularly thoughtful in calling attention to those leaving the bus to puddles in the gutters and in every way had the welfare of his passengers in mind.

G. W. Aljian
Menlo Park

I would like to recommend operator (AUGUST BELL) for his talents in helping a stranger...he took his time explaining how the best way to go to the Chevrolet plant in Oakland. He not only helped me get there in time for my appointment but he further offered to assist me in securing another bus by waiting until the next one arrived...

Richard R. Rydberg
San Francisco

About a month ago I was riding on a bus and couldn't help but notice that the driver (J. O. FRANC) called the name of the streets loud and clear so that we could hear toward the back of the bus. Thus far he is the only one who has called the streets so that I could understand him...He's an elderly man, but very courteous and helpful to us strangers in the city who do not know our way around...Also, I especially like the reduced fare on Sundays and holidays so that we can look over the city without much expense...

Mrs. Rose B. Kaiser
Oakland

...I had occasion to send my two children from San Lorenzo into Oakland to meet their grandparents. The children experienced some difficulty on this, their first trip, however, the driver (VERUS MAZUCA, JR.) was most kind in rendering them his most kind assistance.

Warren M. Steele
Oakland

...I had the occasion to ride the 33 bus from Berryman and Alameda to 5th and Broadway. Again, I was delighted with the superiority of the driver of this particular bus (JAMES HARRIS). This driver is careful, kind, courteous and pleasant.

Mrs. Frances M. Sullivan
Berkeley

Yesterday I boarded an "O" coach in San Francisco bound for Alameda. Upon our departure, I overheard a middle-aged couple in the seats immediately behind me comment first on the good service, followed shortly by the comment on the comfort of the coach...I was admittely remiss when it comes to passing out complimentary remarks...I felt I should take time to toss a bouquet...

Alvin M. Withers
San Francisco

Alligator 'Gets Lost'—but Briefly-On Bus

A baby alligator turned up this month, abandoned on a Berkeley bus, leading lost property clerks to conclude they have just about had EVERYTHING.

The alligator, well-fed and harmless, was found in a small cardboard box, sitting on the seat of an Ashby Ave. coach on Line 74. Operator T. A. Murray summoned assistance and Supervisor Fred Hynes, who seemed the least surprised of anyone, drove out to pick up the unexpected rider.

Hynes presented the box (screamad) to various secretaries at the general offices, then turned it over (gaspel) to lost property expert, Martha Nielsen. She filed it in a wash basin, but soon discovered that people who have tried to find homes for kittens should maybe try alligators instead.

Besieged with offers to "adopt" the foot-long "gator", she gave it to the first in line, W. L. "Pete" Dodson, safety supervisor, who took it home to his six youngsters at 2670B Rolando Ave., San Leandro.

The children, who named the new pet "Fred", found the alligator enjoying moving in with their pet polliwogs. In fact, he found them delicious.

Upgrading of Transit Set for Wider Area

(Continued from Page 1)

Jack London Square terminal used on week-days. Schedules were coordinated with Line 11 to provide a 15-minute headway along Broadway as an added convenience to patrons.

Line 54-35th Ave.—An additional bus was added to Line 54, starting July 1, to provide night service on 35th Ave., every 45 minutes, Monday through Saturday.

Line 79-High St. Frequency of service on the High Street line was improved, effective July 1. Evening headway was speeded up from every 45 minutes to 30 minutes, Monday through Saturday.

Improved traffic conditions also resulted in a speed-up of from one to five minutes on transbay service on Lines A, B, E, F, L and N. Departing schedules were not changed, but passengers were arriving at work and at home a little earlier than previous times.
At an adjourned meeting June 26, 1963, the Board of Directors:

- Authorized extension of Lines 69 in Richmond and 7 in Berkeley, revision of service on Lines 15 and 77, and inauguration of new transbay commute service to Park Blvd. area of Oakland and Montclair, on motion of Director Warren.
- Awarded contract for tire rental and service to Firestone Tire and Rubber Co., on motion of Vice President Coburn.
- Authorized General Manager to accept nomination for three-year term on board of directors of American Transit Association, on motion of Director Bettencourt.
- Directed General Manager to investigate feasibility of hydrofoil vessels for transport of transit patrons, on motion of Director Bettencourt.

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

- Opened bids for purchase of new buses and referred them to General Manager for analysis, on motion of Vice President Coburn.
- Authorized General Manager to call for bids on repainting building facilities at Seminary division, on motion of Vice President Coburn.
- Denied claim filed by Y. Charles Soda concerning rental payments on building formerly housing district offices at 1106 Broadway, on motion of Vice President Coburn.

### Landscaping Adds New Transit Look

Landscaping and maintenance projects were undertaken this month by the district in an effort to give a "new look" to other sections of operation.

Landscaping programs included planting shrubbery and ground cover at the district's "Park & Ride" center at Henry and Berryman Sts. in Berkeley, improving the appearance of the popular free parking spot.

The Richmond division also was improved by the planting of a line of evergreen elm trees along Macdonald Ave. and the 21st Street sides of the property.

The Seminary division also was in line for improvements, including the substitution of concrete pavement for asphalt in the wash rack area and the repainting of the exterior of division building facilities.