District Maintains Growth, Faces New Era of Development

AC Transit maintained its role for another year as one of the few major transport properties in the country to show steady patronage growth.

During the past fiscal year, operating revenue was enough to meet operation costs—despite a big boost in expenses—but was not enough to cover purchase of necessary new equipment or provide for the next full year’s share of bond indebtedness payments.

While faced with a tax increase, the district could take pride in its accomplishments of transit improvement, detailed in the district’s annual report issued this month. The report shows a transit network at the top of the national list in growth of passengers, new ideas, and in changing a nationwide pattern of decreased riding to a local picture of patronage increases unmatched in any major metropolitan area.

Robert M. Copeland, president of the board, in his message to citizens of the district, reported the past year had proven that people will use public transportation when it is efficient, comfortable, economical and takes them where and when they want to go.

By giving the public the service it wants, he said, the public has responded in turn with “help, friendliness, appreciation.

(Continued on Page 2)

Discussions Start On Coordinating Operation Of AC Transit, BARTD

Initial meetings toward fully coordinating the operations of rapid rail transit and AC Transit were held this month.

Directors of AC Transit invited the Bay Area Rapid Transit District to appoint a “top-level” committee of its own board members to meet with a similar board representation from AC to begin discussions.

In proposing the meetings, Director William J. Bettencourt said it is necessary to know how BARTD plans might affect AC operations and finances, and steps should be taken now to coordinate plans of the two districts.

The rapid transit district suggested, in reply, that sessions first be set up on the staff level to “identify problem areas and possible approaches” as perhaps the most productive means of attacking complex problems which must be resolved.

The AC board agreed to follow the proposal and directed General Manager K. F. Hensel to set up staff sessions concerning the subjects to be covered including transbay operations and joint fare structures.

Staff discussions are expected to result in a proposal for coordinated operations which could be presented to committees of the two boards for policy consideration and decisions.
Annual Report Shows Progress, Details Future Plans

(Continued from Page 1)

tion and warmth far more than mere support."
During the past year, the district carried 51,710,135 passengers, a growth of 3.45 percent compared to 2.45 percent shown by the industry.

Passenger revenue totaled $12,392,647, an increase of 4.02 percent. On East Bay lines, revenue was up 3.39 percent, while transbay operations showed an increase of 5.11 percent.
The growth of express line was particularly steady, showing a revenue increase of 19.68 percent over a year ago.

Operating revenues of $12,739,800 were enough to cover operating costs of $12,309,300—which were up 8.4 percent over the year before—but were not enough to meet other requirements of equipment renewal and bond costs.

In his review of the year, General Manager K. F. Hensel detailed the district's plans to improve, streamline and reroute service in keeping with population changes.

AC Transit plans to provide the best possible equipment for present and future service, beginning with the addition of at least 30 new Transit Liners to the bus fleet, critically needed to keep up with service and take the places of obsolete equipment.

Besides looking ahead to future needs, he said, the district is concentrating on ways of operating more profitably and efficiently.

In outlining objectives, Hensel laid particular stress on the development of new ideas, aimed toward achieving increased riding.

Among many major accomplishments for the year, he listed the following:

- Extension and improvements to transbay service, establishment of new neighborhood lines, improvements and extensions to existing local and trunk lines, and improvements and additions to the area's system of intercity express.

Copies of the 1962-63 annual report, which features the City of Albany on the cover, may be obtained at the general offices, Latham Square Building, Room 415, Oakland, or through the mail by telephoning 654-7878.

Veteran Transit Workers Taken by Death

Death has come unexpectedly to two of the district's well known workers, as well as to a group of pensioners.

John C. Jorgensen, veteran supervisor, died Sept. 7 at his home, 2656 Nichol Ave., Oakland. He entered service as an inspector in 1918, and was assistant superintendent of the former Western Division before he became a supervisor in 1945.

Edwin W. Derbridge, who died on Sept. 6, put down his musical instruments for a transportation career in 1933 and was a veteran operator on Line 11—Oakland Ave. He lived at 561 40th St.

Among the pensioners, E. P. Mountfort, 83, of 2300 Mono St., El Cerrito, died Aug. 11. He entered service in 1919 and was a bus driver when he retired in 1945.

Chris Jorsensen, 423 Montclair Ave., Oakland, 77, who also died in August, worked as a street car operator and bus driver before he was pensioned in 1951.

T. F. Hale, 76, who died Sept. 10, entered service in 1912 and worked as a foreman, repairman and leaderman in the ways and structure department before he was pensioned in 1954. He lived at 916 Peralta Ave., Albany.

Among the pensioners, C. J. Jorgensen, veteran supervisor, died Sept. 7 at his home, 2656 Nichol Ave., Oakland. He entered service in 1918, and was a veteran operator when he retired in 1945.

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All Is Loud, Clear and Exclusive As New Radio System Goes on Air

The district's new communications system was in operation this month giving a clear field between Central Dispatch and 20 mobile units, located in maintenance vehicles used by the supervisory force.

With the new narrow band system, radio contact has not only become more efficient, but quieter, clearer and without other electronic interference.

It also marked the end to messages that frequently came booming over the airwaves from Detroit, Cleveland, New Orleans, helicopters, boats and, especially, from oil fields in the Gulf of Mexico.

On one occasion, when Central Dispatch couldn't get through to a supervisor in East Oakland, a radio voice offered to relay the message—from 200 miles out of New Orleans in the Gulf. On another occasion, AC Transit went off the air for a brief period when an emergency happened in the gulf oil fields.

The new radio transmission and reception units, required to meet FCC wave length assignments, were installed by Motorola at a cost of $92,000.

The system works via a new base station installed on Round Top mountain in the Berkeley hills. Brought efficiently into range, as a result, is every part of the district, from El Sobrante in the north to Fairyway Park in the south.
The first two months of the district's new fiscal year began on an optimistic note, with passenger revenue taking a decided jump in July and remaining virtually stable during August.

Passenger revenue in July totaled $1,046,922 as compared to $992,021 the year before, an increase of 5.47 per cent. In August, passenger revenue was $1,027,718, as compared to $1,030,082 a year ago.

The number of passengers carried on local and transbay lines during the two months totaled 8,089,073, an increase of 179,730 over the same period in 1962.

Nationwide, the transit industry continued to show a decline. July figures showed a riding decrease of 1.29 per cent, while August totals indicated a drop of 5.64 per cent.

Commute book sales for AC Transit totaled $168,905 in July, up 6.4 per cent, and $163,765 in August, a decrease of 1.4 per cent.

Total revenue for the two months was $2,485,436, which was sufficient to cover total operating expenses of $2,119,534, plus $352,470 requirements for equipment renewal and bond debt service, leaving a surplus for the two months of $13,432. Miles of scheduled service totaled 3,806,260, an increase of 73,061 miles.

**District Again Wins Maintenance Award**

For the second year in a row, AC Transit's excellent maintenance performance won the highest recognition in the industry—the Fleet Owner Maintenance Efficiency Award for 1963.

The Award, a star for the pennant won by the district last year for its maintenance efficiency, was presented this month as a highlight of the National Fleet Owner Conference in Detroit.

Everett A. Towers, recently appointed as general superintendent of maintenance, accepted the award in behalf of the district.

The honor is given by Fleet Owner, national trade magazine of the truck and transit industry, for 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.
Century of Transit Progress Celebrated

The past and the future were joined by transportation this month with the East Bay looking back over a century of transportation change and progress, while facing ahead to new transit developments and expected economic boom.

A month-long centennial observance not only marked the inauguration of the first train-ferry commute service 100 years ago, but called attention to the role to be played by transportation in the years ahead.

A civic luncheon, one of the highlights of the commemoration, also capped a special anniversary for AC Transit - its own third birthday of actual operation.

Another date important to the growth of this area was noted during this month - the 60th anniversary of the start of "Key Route" service on Oct. 26, 1903 - inaugurating the speeded-up train and ferry service that served as forerunner of today's publicly-owned bus system network. Even the horse cars are not forgotten. They celebrate a birthday, too, on Oct. 30, 94 years after the first horse-drawn car started "uptown" from First St. and Broadway.

The centennial celebration, sparked by AC Transit and area railway historical groups, included a transportation exhibit, a parade and the luncheon

The exhibit, in store windows of the former Hale's department store at 11th and Washington Sts., gathered together the largest and most comprehensive display in the knowledge of bay transit experts. It included collections of the California Railway Historical Society; Pacific Coast Chapter, Railway & Locomotive Historical Society; City of Oakland Street and Engineering Dept., San Francisco Maritime Museum, Wells Fargo Bank, the

Shipwrights', Joiners' and Caulkers', Local 1149, and a number of individuals. The luncheon was arranged by the Oakland Chamber of Commerce, with the co-sponsorship of governing bodies from Alameda and Contra Costa counties; the transit district, Carmen's Union, Division 192, and the Alameda County N.S.G.W. and N.D.G.W.

Robert Bradford, administrator of the State Highway Transportation Agency, as main speaker, sounded a keynote of future expectations, telling the group of community leaders and transportation veterans that operations of AC Transit, construction of new area freeway systems and completion of the rapid transit network would come to a peak at the same time - bringing a development boom that "no one in this room has the courage to contemplate."

He appealed for cooperation in development of a master plan by the newly created Bay Area Transportation Study Commission, which will, in the next four years, attempt to prepare for the region's transportation future.

Robert M. Copeland, president of the AC board of trustees, spoke of the $9,000,000 spent by AC Transit in acquiring 310 new modern motor coaches; the 3,500,000 annual miles of service recently added to operations, and the fact that the district is the only major public transit system in the United States which has shown steady increase in passenger revenue.

He also spoke of the problems to be faced, adding he expected full use of well-known tested equipment, including motor coaches for flexibility of operations on local streets; of rapid transit for capacity and speed on main lines, coordinated with a growing highway and freeway system for private automobiles and trucks.

The transit parade preceding the luncheon at Jack London Square included a horse drawn car that saw service in both Oakland and Berkeley; a model A bus, vintage of 1928; a 1935 model "twin coach," formerly used on neighborhood lines which made its first trip "downtown" in 25 years; a double decker bus similar to one tried 40 years ago in Oakland as an experiment, and three modern district buses.
Veteran Maintenance Workers Advanced In Ranks to Administrative Assignments

Three veteran members of the maintenance division hold new titles, responsibilities and assignments this month as a result of AC Transit’s policy of advancing personnel from the ranks to fill administrative vacancies.

Following the appointment of Everett Towers as general superintendent of maintenance, General Manager Kenneth F. Hensel announced these additional promotions:

- **A. R. "Tony" Lucchesi**, superintendent of maintenance at Richmond Division since 1947, was promoted to superintendant of maintenance at the Seminary Division since 1946. He lives with his wife, Mary, at 894 Crespi Dr., San Leandro.
- J. W. Enos, superintendent of maintenance at Richmond Division since 1947 and, with Towers, one of the veterans of the department, promoted to assistant general superintendent of maintenance. He also is in charge of maintenance at Emeryville.
- D. C. Rodrigues, maintenance foreman at Emeryville, promoted to superintendent of maintenance at Seminary, with charge of maintenance.

**A. R. Lucchesi**

**J. W. Enos**

**D. C. Rodrigues**

track gang, working up through the ranks to appointment as leadman on the swing shift at Emeryville Division in 1946. He lives with his wife, Mary, at 894 Crespi Dr., San Leandro.

Lucchesi, an amateur golfer and bowler of ability, went to work for Key System as a cleaner 30 years ago turning down (with some regrets) a chance to play professional baseball. He’s still active on the diamond — as manager of a semi-professional team.

Enos has been answering to “Joe” since he started with Key System as a mechanic in 1920 — the same year Towers went to work. Enos has also been through the shops, working up to foreman and then superintendent.

**Safety Goal Raised as Result of Good Driving**

AC Transit drivers have done such a good job of beating their own safe driving records, they were given a new goal starting the first of this month.

The new goal is 12,450 miles per accident, which is the figure drivers must surpass before they earn the traditional treat of free coffee and doughnuts.

The new "safety bogey" or goal was set after the Emeryville Division beat the old goal of 12,100 miles per accident for six months in a row, proving operators were not only doing a good job at "defensive" driving, but boosting the district's overall safety record as well.

The Emeryville drivers turned in 13,171 miles per accident in July; a high of 15,165 miles per accident in August and 14,682 miles in September.

The other divisions got in on the treating in September, with Richmond operators turning in 12,206 miles per accident and Seminary Division drivers tallying 12,228 miles per accident to better the goal.

Long Welcome in Order for Newcomers

A long welcome — covering three months — was in order for the following workers, hired by AC Transit during July, August and September.

**General Offices**

Treasurer: Ralph Kvist, 1510-A Morton St., Alameda, junior typist clerk.

Tabulating: Irene Kilmer, 1820 Park Blvd., Oakland, key punch operator.

**Emeryville Division**

Transportation: Floyd Krause, 431-A 40th St., Apt. 7, Oakland.

Maintenance: Lloyd Smith, 50 Church St., San Francisco, service employee; George Philip Spinella, 3594 Lincoln Ave., Oakland, service employee “B.”


**Richmond Division**

Bus Operators: D. D. Dewberry, 705 Bissell Ave., Richmond; D. C. DeLong, 2120 Barrett Ave., Richmond; D. P. Boyer, 5233 Columbia Ave., Richmond; G. J. Briscoe, 8100 MacArthur Blvd., Oakland; R. F. Bissell, 4092 MacArthur Blvd., Oakland; G. W. Hancock, 6638 MacArthur Ave., Oakland; D. B. Linde, 4092 San Pablo Ave., Emeryville; K. E. Davis, 1002 Blvd., Oakland; B. C. Theard, 1216 95th Avenue Blvd., Oakland; R. W. Brocklesby, 1835 Chestnut St., San Francisco; C. M. Curry, 6114 Foothill Blvd., Oakland; A. H. Young, 4173 Delaware Dr., Irvington; R. D. Markert, 2029 Central Ave., Alameda; D. P. Foster, 185 Fair Oaks Dr., Pleasant Hills; R. W. Brocklesby, 1220 Walpert St., Apt. 20, Hayward; R. V. Wieland, 3573 Laurel Ave., Oakland; C. A. Chapin, 15814 Via Granda, Apt. 6, San Lorenzo; Manuel Palva, 1730 Thrush Ave., San Leandro; L. L. Hadden, 509-A 105th Ave., Oakland.

New Information Available to Public

Two new publications were available this month, one marking district growth, an other commemorating transportation’s historical past.

An updated historical booklet, covering a century of transit progress, from the beginning of the first train and ferry service in 1863, was issued as part of centennial observances.

A new route map also has been issued, charting AC Transit’s expanding service pattern, including local and trunk lines, express lines and transbay operations. Similar to previous issues, it includes a guide for “going places on AC Transit” and a separate map of bus service in the downtown Oakland area. Either can be obtained by telephoning 654-7875.
Montclair Freeway Express, Other New Improvements Added to District System

Service improvements were rolling smoothly and favorably in different sections of the district this month, in line with over-all objectives to study and better the transit network.

Patronage was reported as “good” on the district’s newest express commute service, Line V-Montclair, with two buses added to original schedules a short time after operations were inaugurated.

The new freeway express provides first direct transbay service for commuters in the Park Blvd.-Glennview area and also cuts 10 minutes from existing commute time in Montclair and Crestmont.

In North Richmond, Line 69 was extended during the month from the former terminal at Chesley Ave. and Kelsey St. to 3rd and Market Sts., as a result of completion of street repairs.

A preliminary check on use of bus service to the new campus of the California State College at Hayward was considered favorable, with 300 passengers using the line at first count.

The new Line 91-A began running between downtown Hayward, the southeast residential area and the college on the day school opened, providing connections with all lines serving Hayward and major trunk lines from San Leandro. Plans are being drawn for extension of a passenger shelter at the first campus stop.

With the opening of classes at University of California, the district also began operating a special branch of Line 51 between University Village in Albany and the Berkeley campus.

The district agreed to take over the campus run for benefit of some 1840 residents of the village after private operators announced during the summer that service would be discontinued.

Supervisors Join Others on Pension List

Two AC Transit supervisors were among veterans who took a “busman’s holiday” via the pension route this month, ending long years of transit service.

Hiram A. Wookey already has moved from his Oakland home and has a new address, P.O. Box 468, in Clear Lake Oaks. He entered service in 1942 as an operator, became a supervisor in 1946, and retired Oct. 1.

Fellow Supervisor Fred Hymes took his pension at the same time, but to devote time to the production of variety shows which has earned a family reputation. Hymes, who lives at 5401 Foothill Blvd., Oakland, went to work in 1923, spending over 33 years as a supervisor.

Other new pensioners include: Richard C. Stambaugh, 3128 63rd Ave., Oakland, who entered service in 1924 and knew the trains as well as the buses.

Don R. Gilmore, 3353 68th Ave., Oakland, who went to work as a motor coach operator in 1941.

George E. Reed, 3521 Wilson Ave., Oakland, who joined up in 1923 as a freight clerk and served previously as a dispatcher, supervisor and bus operator.

John A. Rogers, 625 Moraga Way, Orinda, who entered service in 1943 as a trainman and also worked as a towerman before he became a bus driver in 1958.

More Information

A note or phone call to the transit district—654-7578—will place your name on the mailing list for Transit Times if you are not already regularly receiving a copy of the monthly newsletter.
At an adjourned meeting August 28, 1963, the Board of Directors:

- Awarded contract to paint main building at Seminary division to Pacific Painting of Berkeley on the low bid of $4,130, on motion of Vice President Coburn.
- Reaffirmed charter bus contract policy relating to origin and destination of trips, on motion of Vice President Coburn.
- Approved changes in job descriptions and salary ranges in maintenance department, on motion of Director Bettencourt.
- Authorized distribution of introductory bus tickets to new residents, on motion of Director Bettencourt.
- Levied a property tax rate of 12.5 cents per $100 of assessed valuation for the 1963-64 fiscal year, on motion of Vice President Coburn.

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At the regular meeting September 11, 1963, the Board of Directors:

- Invited the Bay Area Rapid Transit District to begin discussions on mutual problems, on motion of Director Bettencourt.

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At an adjourned meeting September 25, 1963, the Board of Directors:

- Approved minor re-routing of Line B—Grand Ave. to provide direct service between Oakland Army Terminal and San Francisco, on motion of Director Warren.

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At the regular meeting October 9, 1963, the Board of Directors:

- Authorized attendance of Everett A. Towers, maintenance superintendent, at National Fleet Owners Conference to receive Fleet Owner Maintenance Efficiency Award, on motion of Vice President Coburn.
- Approved $500 increase in annual dues to Oakland Chamber of Commerce, on motion of Director McDonnell.
- Amended rules for travel and personal expense regarding rail and airplane transportation, on motion of Vice President Coburn.