Express Network Shows Big Gain In Quarterly Report; New Lines Planned

Success of the East Bay intercity express service was apparent this month in the district's first quarterly report of the new fiscal year.

Express lines showed a 14.8 per cent increase in revenue during July, August and September of this year over the same period in 1962, according to a report made by John F. Larson, treasurer-controller.

Express revenues were 40.1 per cent greater than the same period two years ago, a few months after the first four limited-stop bus lines were inaugurated.

Two Per Cent Growth

Larson also reported that passenger revenue from all lines totaled $3,097,300 for the quarter, a two per cent increase over the first quarter of the last fiscal year. Total income was sufficient to cover all expenses including operations, equipment replacement and bond debt requirements.

In summing up, Larson said the current financial status of the district is in line with estimates made at the beginning of the year.

Comparisons turned up some startling figures, however. Transbay commute book sales for October — the district's third anniversary year — were up 30.5 per cent over the first month AC Transit went into operation.

Commute book sales, an indication of the growth in transbay bus commuting, (Continued on Page 8)

New express lines and other improvements approved by the board of directors will slash traveling time for commuters in virtually all sections of the district starting next month.

The new projects take priority among district plans to provide faster and more direct service for more riders, attracting them from private automobiles to bus transportation.

The improvements include:

• Inauguration of a new intercity express, Line 31, to provide the district's first freeway limited stop service between Oakland and Richmond. The new express, also serving Albany and El Cerrito, will cut traveling time in half, with a schedule of 31 minutes between 23rd and Macdonald in Richmond and 14th and Broadway in Oakland.

• A new commuter express, Line 38, operating from downtown Oakland via East 14th St. and Bancroft Ave. to San Leandro, bringing speedy bus service to an area presently without express transit.

• Extension of Line 33-Berkeley express from its terminal at Solano Ave. and The Alameda into Albany, El Cerrito and Richmond during commute hours, providing direct transit between downtown areas of the four cities.

• Increased transbay express service for commuters between El Sobrante and San Francisco through improvements to Line L-Richmond express, while at the
Remainder of New Equipment Expected
In December as 'Holiday Gift' to Riders

With the first shipment of new Transit Liners already in service, district officials this month were expecting the rest of 30 new motor coaches to arrive here by mid-December.

Residents in East Bay cities served by the district had a chance to "look, sit and try" the newest in transit equipment after the first buses arrived. The coaches, costing a total of $818,000, reflect results of a study into latest improvements, of special interest to the public.

To give residents a preview, the buses were stationed in downtown Alameda, Oakland, Berkeley, Richmond, San Leandro and Hayward, then on another date, in El Sobrante, San Pablo, San Lorenzo, Castro Valley, Albany and El Cerrito.

Route maps, tour booklets and timetables were available for free distribution during the hours the buses were open for inspection.

The new coaches feature "Mark I" European-type bucket seats, an easier to use push-type rear door exit and improved interior paneling.

Busiest Day in Three Years Talled With Aid Of Weather and Racing
With a boost from the weather, the season and the "Sport of Kings," AC Transit started off November with the biggest day in its three year history.

Passenger revenue on Nov. 1 hit $46,996.48 in fares collected on local and transbay lines.

The record was attributed to the warm, clear kind of a day that brought shoppers out—and apparently to take advantage of sales and early holiday bargains. Opening of the racing meet at Golden Gate Fields in Albany also added to the district's "purse" for the day.

New Workers Assigned To Positions in District
Newcomers, who started employment with AC Transit in October, include the following:

Bus Drivers:
- R. E. Moore, 16001 Maubert Ave., San Leandro;
- J. G. Foran, 607 Beacon St., Oakland;
- L. J. Fontaine, 28 Heyman Ave., San Francisco;
- D. G. Anderson, 1729-D Seminary Ave., Oakland;
- A. R. Mongeau, 635 Magnolia Ave., Oakland;

Seminary Division

60 Years Ago: Start of the Key Route
Transportation history, which has played an unequalled role in the development of the entire Bay area, continued to capture the nostalgic interest of residents this month as another important anniversary was observed.

The beginning of "Key Route" service 60 years ago, on Oct. 23, 1903, was noted in newspaper stories that featured historic photographs collected by the district, many of them published for the first time.

The stories reminded readers that the electric train run, made without fanfare but with business-like precision, from Shattuck and Center in Berkeley to a new ferry terminal in San Francisco Bay, started a new era in transit.

The fast, comfortable and practical service—31 minutes from Berkeley to San Francisco—brought about development of the Key System and matching development of much of the Bay area. It also formed the nucleus of today's bus network.

THE MEET—First Key Route boats, "San Jose" and "Yerba Buena," make what became a traditional passing near a strangely denuded-looking "Goat Island" in 1905, two years after start of service. This rare photo is among mementos of James C. McBrien, 85, AC Transit pensioner who had just gone to work on new ferry "San Francisco" when this picture was taken by his brother-in-law.
Albany Cited for AC Transit Assistance

The City of Albany was both thanked and honored by the district this month for cooperation given AC Transit during its planning stages and since it has been in actual operation.

Robert M. Copeland, president of the board, and director William E. Berk, as representative of Ward II, appeared at a meeting of the Albany City Council to express the district’s appreciation.

At the same time, they represented Mayor Joseph A. Egenberger, Jr., and members of the Council with copies of the AC annual report for the 1962-63 year, which features Albany on the cover.

Second East Bay community in alphabetical order to be recognized in the district’s annual reports for contribution to the development of the district, Albany is described from “past to present” and its progress into a “city of homes.” An artist’s drawing made for the cover shows a Transit Liner on Eastshore Freeway, with Golden Gate Fields and Albany’s view of the bay in the background.

Copeland also told the Council of district plans for inauguration of a new intercity express Line 31, which will give Albany direct, limited-stop commuter service with Richmond, El Cerrito and downtown Oakland, starting in December.

Extension of Line 33 from its Berkeley terminal to Richmond via Albany during commute hours and routing of additional transbay Line F buses down Solano Ave. to San Pablo Ave. will provide added service to Albany, Copeland explained.
Transit Archives Show Richmond's Growth

A request to Richmond city employees to search "dusty archives" sparked AC Transit on a search of its own, with result the district was able to present the newly enlarged Richmond Museum with a detailed history of street transportation in that area.

The material, along with a collection of photographs, was presented to Thomas Ryan, president of the city's museum association, by William E. Berk, Richmond member on the district's board of directors.

The information also will be made available to the city's library and school departments as an unusual record of value to historians and students of Richmond's street car and motor coach history.

It was Berk's request for data on the city's transit past that led to a search through old—and appropriately dusty—books and records.

Although many records were destroyed before AC Transit took over the Key System network, a few forgotten binders were discovered in basement storage when the general offices were moved from 1106 Broadway to the Latham Square Building at 16th and Telegraph.

The binders contained handwritten notes made by the late W. E. Gardiner, who went to work for the Oakland Railroad Co. in 1895 and during the next 42 years, kept careful records on street car, train and motor coach operations.

His history on East Bay transportation, published in old Key Note magazines, is now a collector's item, but did not go beyond the start of electric trolley service in the early 1890's. The notes, however, continued until his retirement from the Key System in 1937.

From his notes, and from material gathered in equal detail by the late John R. Worthington, first general manager of AC Transit, has come a mass of information on Richmond's important role in transportation and subsequent East Bay development.

Richmond got off to a late start: it wasn't until 1900 that developers discovered the advantages of deep water off its shore and interested Santa Fe in making its terminal at Point Richmond. The Standard Oil Refinery followed, along with other industries. And in 10 years, the city had a booming population of 12,000.

According to Gardiner's notes, the first local transportation was provided by the East Shore and Suburban Railway in July, 1903, when a street car, built in 1891 and purchased from San Francisco, ran on a single track from the "Oil Works to 17th and Macdonald."

Other records place the start of service in 1904, with three cars and three miles of track.

By 1911, when East Shore and Suburban became a part of the Key System network organized by Francis M. "Borax" Smith, street car lines included the Macdonald Ave. line, 6th and 23rd St. cross-town lines, main line to Oakland, a branch to San Pablo, another to East Richmond and a line on Ohio St.

Like other East Bay cities, Richmond also had its own ferry boat service, started to San Rafael in 1916 and by the Southern Pacific, to San Francisco, in 1925. Line 63, operating from 23rd and Macdonald Ave., ran along Garrard Blvd. and through the tunnel to the east of the present Richmond plunge to serve the latter ferry, which gave up its ghostly wake after 10 years. Street cars took foot passengers to the San Rafael ferry until 1928 and buses continued to serve the boats until 1952.

Richmond knew its biggest transit heyday in World War II, when it was a shipbuilding center. A special shipyard railway was constructed to take thousands of workers to and from the yards, while motor coach lines—and even ferry-boat service—were operated to handle the sudden boom.

With the end of the war, the Key System began pulling in its lines, until the district took over in 1960, reversing the picture and beginning a new program of development which has given the area increasing service to meet its own increasing needs.
Commute Book Sales Increase

(Continued from page 1)

have shown a steady increase, as has revenue from the East Bay express system, Larson said. In September, commute book sales totaled $159,073, an increase of 8.1 per cent over the same month in 1962.

The number of passengers carried on local and transbay lines in September was 4,244,931, an increase of 1.45 per cent. Passenger revenue was $1,023,297, a slight increase of $8,395 over September, a year ago.

The transit industry nationwide continued to show a decline. Passenger revenue for September dropped 2.42 per cent below the same month in 1962; August figures showed a drop of 4.66 per cent and July totals, a decrease of 1.29 per cent.

Income for September totaled $1,224,542 and was sufficient to cover operating expenses of $1,035,957, plus equipment renewal and bond debt service. Miles of scheduled service were 1,822,447, an increase of 20,182 miles over September of last year.

SEPTEMBER PASSENGERS

Percentage Change from Previous Year

Veteran Remembers Days of Long Hours, Hard Work, Tired Feet, Pride in Service

By Virginia Dennison

You learned a lot of things if you broke in on street cars after the turn of the century.

You learned never to lie to the late J. P. Potter, first superintendent of the Key Route, a stern man, but a fair one, well remembered by veterans like P. P. Draper, 75, of 137 Montecito Ave., Oakland.

You learned what it meant to work hard, long hours. You learned not to wear patent leather pumps and silk stockings on your first day on the job.

And in the case of Draper, who retired in 1956 after 48 years of service, you learned a pride in work. He is still proud that he had no chargeable accidents and only two “oversleeps” in nearly five decades on street cars and trains.

Draper, who spent most of those years operating street cars between Oakland and Berkeley, told his only “fib” to Potter in 1907, when, as a lad of 18 used to hard work, he applied for a job as platform man.

“When Potter stated it “was a man’s job—we don’t hire boys,” Draper boosted his age to 22 and replied he had been doing a “man’s work all his life.”

Potter, as result, gave him a chance to “break in”—which is those days meant working day and night for no pay, learning the streets, stops, fare and transfers.

“You called all the streets, learned everything along the way, flagged all the crossings and really earned your 30 cents an hour,” Draper recalls today.

Starting out on the Telegraph Ave. line—No. 5—Draper was so proud of his new uniform and cap “and kind of sporty” that he wore new patent pumps and silk socks. He ended up that first shift of nine hours with his shoes in his hand—and a lasting respect for comfortable shoes.

A short time later, Draper remembers,
The district's first aid, and it is hoped, only alligator has moved on to a fuller life on the "Nile," just as the supervisor he was named for left for his own brand of "paradise."

"Fred," the alligator, was given to a reptile expert in the city of Niles, where he is expected to lead a more promising existence among others of his species.

W. L. "Pete" Dodson, safety supervisor who took the alligator home to his six children at 16702 Rolando Ave., San Leandro, after it was abandoned on a Line 74 bus, said he was so glad to find a new home for the pet, he didn't wait to get the name or other details about the new owner.

Although "Fred" hadn't grown noticeably beyond his original 12 inches, Pete found he required special attention, like water at an even warmer temperature.

"We had to be careful he didn't catch pneumonia and he turned out to be quite a lot of trouble," according to Dodson. He disclaims reports, though, that he took a bite out of one of the Dodson children.

"It was just a little nip," he explained.

The alligator was named for veteran supervisor Fred Hymes, who retired at the same time to devote his abilities to producing variety shows—a plausible branch of "show biz."

IN MEMORIAM

Edwin L. Markham, 33, was killed in Reno Oct. 12, as a tragic end to his vacation. Markham, a bus driver with 18 years of service, was fatally slashed during a robbery attempt.

Markham, who lived at 1110 Oak St., Alameda, was a hunting and fishing enthusiast and was a member of the Key Rod and Gun Club, the Foothill Sportsmen's Association and the Sportsmen of California. He is survived by his widow, Thelma, four daughters and six grandchildren.

Pensioners, whose deaths have been reported, include:

Frank J. Levera, 90, former street car operator, who died Oct. 10 in Santa Rosa. He entered service in 1908 and was pensioned in 1934.

Manuel E. Costa, 83, of 7206 Halliday Ave., Oakland, street car operator, who went to work in 1920 and retired in 1948. He died Nov. 11.

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.

... among the passengers was an elderly lady who apparently was confused and tired. She said she wanted to go to Castro Valley. Your driver (D. E. Swinford) was extremely patient and advised her how best to get there ... she abruptly left the bus and was in an incoherent state. Your driver alighted and kindly talked her back aboard. He told me he would place her in the hands of a supervisor, who would see to it that she got home. This man made me glad that I am a member of the same species he is ... Robert W. Medland

Hayward

... I feel that I should inform you of the great kindness and consideration given an elderly woman by driver 1913 (O. L. Arms) on a 75 bus in Berkeley. Her many friends appreciate his concern.

Mrs. Elizabeth Dean

Berkeley

... You not only publish good maps and up-to-date timetables, something unheard of in many cities, but you are able with very few exceptions ... to stick to the schedules. The bus drivers are usually courteous and helpful. Your telephone information service is a wonderful idea and has been very useful to me. I also appreciate the express buses, with their green flags, which help you to see them coming ... I hope to be an ever increasing rider and fan of AC Transit.

Goodwin Samuel

Berkeley

- - in Niles

Freddie Off For Better Life

The district's first aid, and it is hoped, only alligator has moved on to a fuller life on the "Nile," just as the supervisor he was named for left for his own brand of "paradise."

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Workers Plan Switch
To Retirement Rolls

Four veteran workers are switching from active AC Transit service to the pension rolls, ending years of transportation work.

Pensioned Nov. 1 was Gilbert W. Moorehead, motor coach operator of 138 Covington St., Oakland, who went to work in 1941.

Also retiring on the same date was Frank P. Murphy, 431 38th St., Oakland, veteran bus driver who went to work under the "Key" banner in 1935 after driving for West Oakland Motor Bus Lines.

Taking his pension on Dec. 1 will be Clarence E. Snideman, 4015 Howe St., Apt. K, Oakland, who went to work as a conductor on the street cars in 1924.

He served as a bus operator, clerk, dispatcher and was assistant dispatcher at the time of his retirement.

Due for pension Jan. 1, 1964, is Jack Morando, 1886 Pleasant Valley Ave., Oakland, who has worked for the maintenance department since 1943, retiring as a mechanic.
At an adjourned meeting October 23, 1963, the Board of Directors:

- Adopted transbay fares for special service to Golden Gate Fields, on motion of Director Bettencourt.
- Authorized General Manager to attend program planning meeting in Los Angeles for 1964 regional conference of American Transit Assn., on motion of Vice President Coburn.
- Approved new commuter express Line 31 and extension of existing express Line 33 during commute hours, on motion of Vice President Coburn.
- Authorized establishment of express Line 38 and revision of service on Line 46, on motion of Director Bettencourt.
- Authorized extension of additional trips on Line F from Solano Ave. and The Alameda to Solano and San Pablo Ave.; extension of service on Line L to provide additional commuter trips between San Francisco and El Sobrante, on motion of Vice President Coburn.

* * *

At the regular meeting November 13, 1963, the Board of Directors:

- Authorized General Manager to negotiate charter bus agreement with White Front Stores for special shuttle service, on motion of Vice President Coburn.
- Approved District membership in new California Association of Publicly Owned Transit Systems providing other major transit operators also become members, on motion of Vice President Coburn.