AC Transit Board
Retains Officers

Re-elected unanimously to serve another term as president of the board of directors, Col. Robert M. Copeland began his second year in office this month on a businesslike note of augmenting district operations.

Before hearing financial and insurance matters facing the board, Copeland expressed his gratitude to fellow directors and staff members for their help and said he was particularly honored to be chosen to serve again as president.

He was re-elected on the motion of Vice President William H. Coburn, Jr., of Berkeley, who also will continue in his position for another term. Motion to re-elect Coburn vice president was made by Director E. Guy Warren of Hayward.

Copeland, member of the board since the district was formed in 1956, lives at 80 Norwood Ave., Kensington. A retired Army engineer, he has been a constant advocate of improved public transit, as necessary to riders, motorists, homeowners and business in general.

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Highway Improvements Give Alameda Fastest Transbay Crossing in History

Transbay bus schedules, speeded up by better traveling conditions, gave Alameda its fastest commute service in history this month.

Four minutes were shaved from previous running times—vanquishing the long cherished speed records of Southern Pacific's combination "Red Train" and ferry service.

At the same time, local service between Alameda and Oakland was trimmed, with Lines 42 and 51 operating approximately two minutes faster.

For commuters using Line O buses, traveling time was 24 minutes on non-stop express cars from Park St. and Santa Clara Ave. to San Francisco. Running time from Lincoln Ave. and Webster St. was 23 minutes. Line W buses were carrying Southshore commuters to San Francisco in 35 minutes.

In comparison, "Red Train" schedules of 1938 showed service took from 11 to 18 minutes longer than today's bus schedules, operating from same approximate locations and with fewer stops.

In earlier days of electrification, with a smaller passenger load and limited stops, the train-ferry service still was minutes slower than today's motor coach commute.

The improvement is credited to one-way traffic on the Bay Bridge and in the Alameda tubes. Running time will be reduced even further if buses, which leave the Nimitz freeway via the Market St. ramp, can eliminate the present route to the Webster St. tube via 7th St. and make use of the direct 5th St. approach to the new tube.

New schedules have been issued for Lines O, W, 42 and 51 as result of the travel time reduction.

Oakland-San Leandro

Commute Line Started

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Inauguration of the latest express followed delivery of the remainder of 30 new coaches. The line is operating initially on weekdays from San Leandro to Oakland between 6 a.m. and 9 a.m. on headways varying from 12 to 20 minutes. Service from Oakland to San Leandro is provided between 7 and 8:30 a.m.

In the evening, commuters are able to use the express between Oakland and San Leandro from 3 p.m. to 6:30 p.m. San Leandro to Oakland buses operate from 4 to 6:30 p.m.

The line, which adds 570 miles per day to transit operations, provides direct service to main transfer points and such facilities as Montgomery Ward, Fruitvale Medical Center, Oakland Hospital, Kaiser Center and downtown business areas.

The service replaces part of the neighborhood operations provided by Line 46.

Drivers Win Again

For the ninth time in 1963, drivers at the Emeryville division beat their safety goal in December with a record of 13,350 miles per accident. Their average for the year was 12,911 miles, also above the goal of 12,450 miles.

Copeland, Coburn to Head Board for 1964

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Coburn, an attorney, has been director since 1958 and has taken an active part in planning the district's operations, both before the district commenced service and during the three years since that time. He lives at 1125 Hillview Road, Berkeley.

'Miracle' Comes to Washington Street

Trees have appeared, fountains tinkle and buses have their own special turnouts free from traffic problems, in the dramatic transformation which has turned one of Oakland's downtown streets into an attractive shopping concourse with the charm of a European boulevard.

The Washington Street Mall, dedicated on the theme, "Use it and enjoy it," is giving the entire downtown area a new look—while providing the practicability of transit accessibility.

Buses, unhhampered by traffic congestion which had added to the depressed look of Washington St., now whiz through the concourse.

Motor coaches and automobiles moved so smoothly on Washington St. during the holiday season—despite the presence of work trucks—that it was the first time in the memory of Jimmy Viguer, the 50-year downtown supervisor, that he had no need to detour buses from the street.

The project of turning five main business blocks into an attractive mall was conceived in 1956 but failed to gain support because it called for closing of the street to vehicular traffic. The new design, only one of its specific kind in the country, provided for two wide lanes of one-way traffic, featuring turnouts where buses unload without interference.

Trees have appeared, sidewalks, full grown trees and shrubbery, fountains, benches, kiosks and other attractive landscaping and building "effects." Necessary sidewalk installations, such as mailboxes and newsstands, are partially screened by concrete barriers. Planted areas are watered automatically from underground pipes. Wooden pergolas, with trees in the centers add to the attractiveness, highlighted by sunken floodlights.

The improvement is expected to serve as a catalyst for the revival of a major retail area.

IT'S MAGIC — Washington Street Mall now presents this attractive look, as buses and cars move smoothly past landscaping, including fountains and widened sidewalks. Buses have turnouts.
Modern Look Given San Pablo Station

An upswept, modernistic shelter, potted trees and new paint have brought a brighter look to one of the East Bay's oldest and best known transfer points, San Pablo Station.

A waiting room, inside and outside benches, and posted transit information signs have added convenience.

But the atmosphere of one of the remaining "Key Route Monuments" remains, a blend of the past and present.

Commuters of 60 years ago wouldn't recognize today's structure, which provides "doorstop" shelter, but the station as such would have a familiar look—even though a row of trees mark the middle of a right-of-way once striped by train tracks.

Re-establishing an attractive and serviceable shelter at San Pablo Station was first among district projects of erecting protective structures at main transfer points throughout the network.

But even the streamlining is not expected to change custom.

Although the station actually is at Yerba Buena and San Pablo Aves., commuters always have considered it at "40th and San Pablo" and it's expected to remain at that mythical corner despite maps or street names.

Main hub of Key Route operations for years and still an important transfer point for transbay and local bus service, San Pablo Station has withstood the changes that followed inauguration of the "Key" train-ferry commute service from Berkeley in 1903.

First newspaper account (one paragraph!) of the "new Emeryville ferry service" included mention of plans for a shelter at the present location.

Piedmont Train

But according to Vernon Sappers of the California Railway Historical Society, the first shingled depot was not built until 1904, when it was located across Yerba Buena Ave., to serve the newly established Piedmont train—second of the Key Route's lines.

Oakland passengers, incidentally, did not have direct service to the station originally, but F. M. "Borax" Smith, mainstay of the Key Route, took care of the local trade by running special cars from his estate on Park Blvd., via 1st Ave., 12th St. Dam, Broadway, and out San Pablo to connect with Berkeley and Piedmont schedules. The cars carried a special sign: "Key Route Only."

The shelter was moved across the street and enlarged about 1906, when the Key System placed its second interlocking tower at the junction. Tower No. 1 had been installed the year before at the pier terminal yard.

In its busiest days, the shelter, with lattice-work windows, served as a depot for Berkeley, Piedmont, Northbrae and Claremont trains—as well as for the first "Traction Car," popularly known as the "Foolish Car" because "it starts nowhere, goes nowhere and ends nowhere."

First of the Key Route feeder lines, the "car—later known as the "40th St. Dinky"—ran in 1908 from Piedmont station via 40th St. to San Pablo Station, then over the Berkeley "main line" to Ward and Adeline and return.

Local service later was provided to the station from Golden Gate (now the neighborhood around Stanford and San Pablo Aves.); from West Berkeley, Albany, El Cerrito, Richmond and Oakland.

After the Key Route expanded into Oakland proper with the 22nd St. line in 1906 and the 12th Street line in 1909, the station lost its importance for that area, but gained in usage from population booms in northern Oakland and Berkeley.

The automatic block signals began at the junction which was the last stop en route to the Key pier. And in the days of train operations on the Bay Bridge, the automatic cab signal train control zone also started there.

More Information

A note or phone call to the transit district—654-7878—will place your name on the mailing list for Transit Times if you are not already regularly receiving a copy of the monthly newsletter.
A favorable breeze doesn't necessarily mean that C. V. Warfield has produced an advantageous estimate of the district's economic future—although, as accounting supervisor at the general offices, he has much to do with figuring where AC Transit is going.

But away from his desk, Warfield charts a different course—as a “papa” of the small boat sailing sport which has put an active keel under Bay area youngsters and adults.

One of the “fathers” of the first El Toro sailing classes on Lake Merritt, Warfield also is the father of Jim Warfield, noted Pacific Coast champion of the Small Boat Racing Association of Northern California.

Although Jim and his sister, Karen, have stacks of trophies attesting their ability, Vern gave up racing after one disastrous attempt.

He built his first eight foot pram from a kit shortly after moving to 1018 Union St., Alameda in 1946, the same year he went to work for the Key System. After sailing from the Encinal Yacht Club, Warfield entered a race at Palo Alto.

He was pushing as he started down channel, hiking out to hold the little boat upright and “unprepared” when the wind hit. He—and the pram—flipped. For an hour, Warfield clung to the boat in the water. Nobody, it seemed, missed him.

Wet, cold, and as he puts it mildly—“unhappy,” Vern finally was rescued by a youngster out fishing. The El Toro was retired to the Warfield garage.

Three years later, when his son, then 12, wanted to learn sailing, it came out.

“Jim apparently inherited some of his mother’s Viking blood... he took off like a bomb and in his first season of racing, took third place. The next year he was second and in ’52 and ’53 was champion.”

In the meantime, Warfield built another El Toro for his daughter, who brought home her share of trophies. She includes among them her husband, Al Cushman, another sailing enthusiast.

Jim, after wartime service, progressed to the snipe class and continued championships, which he still holds.

After long service as recorder of the small boat association, Vern “retired” from the post in 1960, but was awarded an honorary recordership for his years of service to small boat racing.

With his wife, “Eddy,” who shared his enthusiasm and work, he has turned now to photography, building his own darkroom and dividing his picture taking between racing and a granddaughter, Robin, 14 months, who appropriately took her first steps recently for grandfather’s camera.

The business standstill resulting from the assassination of President Kennedy, together with inclement weather and the Thanksgiving holiday, caused an unusual financial slump during November—in business generally and in transit operations.

Fugitive hit record lows during the last week of the month, when the days of national mourning and Thanksgiving resulted in an approximate 17 per cent decrease in AC Transit passenger revenue. Department store sales in Oakland dropped 33 per cent in the same week and took an 11 per cent decrease for the entire month.

Passenger revenue for November totaled $1,005,350, a drop of 5 per cent below November, 1962. Number of passengers carried was 4,207,400, down 6.8 per cent compared to the same month a year ago. Commute book sales decreased 5.5 per cent, totaling $156,485, as compared to $165,555 for November, 1962.

Total income was $1,206,160, sufficient to cover operating expenses of $1,025,650, plus equipment renewal and bond debt service. Miles of scheduled service were 1,889,845, an increase of 6,240 miles over November, 1962.
At the regular meeting January 8, 1964, the Board of Directors:

- Re-elected Robert M. Copeland president of the Board, on motion of Vice President Coburn.
- Re-elected Vice President Coburn to office, on motion of Director Warren.
- Increased excess public liability and property damage coverage to $5,000,000, and extended existing policy at current rate to December, 1966, on motion of Director McDonnell.

**New Group Joins AC Transit Ranks**

New employees, welcomed to transit rolls in December, included:

**Executive Offices**


**Emeryville Division**


**Richmond Division**

Bus operators: R. P. Bolton, 4745 14th St., San Pablo; A. R. Vasconcellos, 1324 Gaynor Ave., Richmond; J. L. Campbell, 418 Bissell Ave., Richmond; F. X. Vassalo, 2944 12th St., San Pablo.

**Seminary Division**

Maintenance: Henry Joseph Smith, 383 Grand Ave., Oakland, service employee.