District Leads Nation In Safety Improvement Despite System Growth

National recognition has been given to AC Transit for the greatest achievement in safety improvement of any U.S. transit operation serving an urban population of 1,000,000 or more persons.

A special citation, citing the district for its top reduction in accident frequency, was presented by the American Transit Association during a regional meeting in Chicago. The award was accepted by K. F. Hensel, general manager.

The citation covered accident reduction during 1963 as compared to the previous calendar year.

Although AC Transit operated more miles at a faster pace during the year, it recorded an overall accident reduction of 9.2 per cent. Frequency of passenger accidents alone was reduced even greater, an 18.8 per cent improvement over the year before.

During 1963, the district carried over 62,600,000 passengers and operated over 23,000,000 miles in 12 East Bay cities and across the bay bridge to San Francisco.

Collision accidents in 1963 totaled 1,527, including 18 involving pedestrians; 22 involving company vehicles, 1,321 involving motor vehicles, and 166 fixed objects. In 1962, the total was 1,649 covering the same categories.

Passenger accidents totaled 523 in 1963 and 637, in 1962, including those on buses and boarding and leaving.

THE CHAMPIONS—Operator B. R. McCaslin accepts trophy as “Driver of the Year” from General Manager K. F. Hensel after “Bus-o-Rama” finals. C. L. Gross, left, was second; R. E. Peacock, third.

Operators Prove Skill At Novel ‘Bus-O-Rama’

Bus drivers had the challenge of sharpening their skills, while the district made an investment in safety during a new “Bus-o-Rama” contest which this month resulted in selection of the “Driver of the Year.”

Top honors went to B. R. McCaslin, 38, of the Seminary division, who carried off first place trophy award with a move “exactly like I was operating on a traffic-busy street.”

The driving skill contest, staged on an obstacle course in the manner of an “Olympic Games,” gave operators the chance to find out for themselves just how good they were behind the wheel—and how they could improve their abilities while pushing for top spot.

(Continued on Page 5)
Women Riders Give Favorite Driver Sentimental Send-Off to New Line

As veteran driver Jodie L. Vinson can assure you, it's wonderful to be loved by women commuters:

Especially, when it includes an early morning surprise party at the Transbay Transit Terminal.

When you have to change routes, you get a sentimental send-off and the chance to "take home the cake"—at least that's what happened to Vinson this month when he worked his last day on the Line G-Albany schedule before starting a new run on the transbay Richmond line.

Vinson left behind a reluctant group of women workers, who had been riding with him from San Francisco to their jobs in Emeryville and Berkeley each weekday morning.

To make his last trip a memorable one, commuters had a six-foot banner unfurled at the terminal when the surprised operator rolled in to pick up his load. It expressed their sentiments:

Good-bye—hurry back—the 7:40 won't be the same without you."

They also presented Vinson with a cake inscribed: "We'll miss you, Joe."

A driver for 21 years, Vinson admitted it was his most pleasant surprise and the first time he had "taken the cake." Other passengers also gave him "fun gifts" as a gesture of regret at his being "bumped" from the route by another operator with higher seniority.

Popular with the passengers for his pleasant manner and smooth driving, Vinson is equally popular with the district for his habit of a walk-around inspection at the end of each run and for an inside inspection of his bus to be sure nothing has been lost by his riders.

Vinson, 57, lives at 6026 Wenk Ave., Richmond. He had been on Line G over a year.

The women who planned the surprise included Maxine Mulcahy, Glenda Ruffner, Eleanor Elmore and Paulette Henderson, all of San Francisco.

"WE'LL MISS YOU, JOE"—Veteran bus driver Jodie L. Vinson gets a special send-off from Berkeley and Emeryville commuters during last run on Line G before switching to another transbay line. Maxine Mulcahy, center, and Glenda Ruffner give Vinson a "good-bye" cake, after first unfurling a farewell banner at the Transbay Transit Terminal in San Francisco.

Transit operations showed a healthy upward trend in April, with passenger revenue totaling $1,116,958, an increase of $82,910 or eight per cent over the same month in 1963. Transbay travel accounted for a portion of the increase, reaching $436,347 for the month, an increase of 10.21 per cent over the same month a year before.

The number of passengers carried by the district also was up for the month, with a total of 4,698,295, an increase of over eight per cent compared to April, 1963. The transit industry nationally showed a passenger decrease of 2.34 per cent.

Transbay commute book sales also were up, with a total of $181,565, as compared to $174,572 in April, 1963, an increase of 3.8 per cent.

The district's total April revenue of $1,333,220, was sufficient to cover operating expenses of $1,145,626, up nearly 8 per cent over the same month, a year ago. It also covered equipment renewal and bond debt requirements. Total miles of operation were up 2.73 per cent, totaling 1,950,644 miles as compared to 1,898,745 in 1963.

Transbay Buses Back at Loading Zones

After playing a zone-changing "game of musical buses," AC Transit coaches have returned to usual locations at the Transbay Transit Terminal in San Francisco following pavement re-surfacing, final phase of general improvements.

During rehabilitation of passenger waiting platforms, buses on Line G-Albany, H-Sacramento St. and L-Richmond used a temporary loading zone on Natoma St., while other transbay lines switched to different lanes.
New Tour Booklet for Bus Adventures

A completely new issue of “Sunshine Trails,” which invites residents and visitors to use AC Transit service for “discovery” tours to East Bay points of interest, rolled off the presses this month in time for summer “adventuring.” The new booklet, distributed free, was planned to include places that give this area charm, interest, atmosphere and amusement, and which can be reached comfortably by bus.

The 40-page pamphlet recommends 18 separate excursions—with some separate “collector’s items” for individual trips. The trips involve different buses, a variety of routes and areas, a bit of walking, and enough time to enjoy a sightseeing holiday.

Selected with the help of park and recreation experts, municipal officials, a special committee from the East Bay chapter of the American Institute of Architects and residents who recommended their own discoveries, the booklet is designed to promote bus riding for fun.

AC Transit Family Boosted by Additional Workers

New employees, who have joined AC Transit in April and June, include:

General Offices
Tabulating: Virginia Wharton, 4345 Detroit Ave., Oakland, key punch operator.

Emeryville Division
Maintenance: William L. Jones, 930 14th St., Oakland; Larry W. Marshall, 326 Via Lucero, San Lorenzo, service employee.

Bus Operators: Nelson Gabriel, 1243 34th Ave., Oakland; H. E. Allen, 3872 San Pablo Ave., Emeryville; R. S. Parr, 2445 Encinal Ave., Alameda; M. J. Araujo, 1817 Schiller St., Alameda; R. J. Cartwright, 1910 Myrtle St., Oakland; M. L. Rhoads, 38th Ave., San Francisco; J. E. Jodoin, 540 Laidley St., San Francisco; J. E. Broadhead, 434 Central Ave., Alameda; H. B. McPherson, 1860 Dwight Way, Berkeley.

Richmond Division

Bus Operators: W. T. Grant, 369 South 20th St., Richmond; R. G. Thorn- ton, 684 30th St., Richmond; O. G. Rios, 571 20th St., Richmond; H. J. Dupuis, 344 Belmont Ave., El Cerrito.

Semi-Finalists in Driving Skill Contest

(Continued from Page 1)

McCaslin, who lives at 41250 Malcolmson St., Fremont, was in 10th place when nine semi-finalists—representing the district's three divisions—were chosen to compete in the finals. He made it to the starting line at the last minute, however, when one of the operators was disqualified by an accident.

Previously, McCaslin had declared: "Time isn't important. I'm going to drive carefully, just like on the streets."

He did just that, rolling the coach through test problems with such smooth precision that he touched only two out of the 41 obstacles—ending up with the top score of 409½ points and a running time of five minutes, one second.

The course was laid out with a par time limit of seven minutes, but winners completed the run in less than that through skill in avoiding obstacles. The course simulated seven problems encountered in regular driving.

Second place trophy went to C. L. Gross, 32, of 608 Brooklyn Ave., Oakland, of Emeryville division, a driver since 1960.

Third place winner was R. E. Peacock, 57, 3110 Parker Rd., Richmond, who has been driving a bus for 19 years. He represented Richmond division.

McCaslin, a driver since 1951, and the other winners took home personal trophies, while a perpetual trophy was presented to Seminary division as "home base" for the champ.

Semi-finalists included a woman driver, Mrs. Bessie Hanson of Richmond division, mother of nine and grandmother of 18. Also from Richmond was T. J. Adam- son.

P. L. McDowell and G. P. Hentschel represented Emeryville and D. S. Morley, Robert Dahlgren, Seminary division.
Bus Riding Classes Held at Schools

Youngsters at seven East Bay schools got special instruction in how to ride public transportation during the past two months, as the district expanded its free "bus riding classes" at the request of school officials.

Although special instruction has been given each year to handicapped children, the simple "do's and don'ts" of riding a bus were expanded to kindergarten and primary grades in Berkeley and Oakland schools after educators asked for an instruction program in other schools.

The program is expected to continue with the opening of the Fall term, with a safety instructor and a coach visiting schools for a practical demonstration after previous classroom training in the use of public facilities.

The experience has proven to be particularly exciting for the youngsters, many of whom had never previously been on their "own" on a transit district bus.

All are shown how to watch their step and walk carefully aboard, and to sit down as soon as possible and as close to the front door as possible. They also are shown how and when to pull the cord to signal for a stop, and are instructed to remain seated until the coach is stopped.

The instruction has been rewarding to the youngsters—and sometimes to the safety instructors, as well, who have found they have to be ready for some odd "knowledge" when the young riders ask questions.

Veteran Employees Plan 'Holiday' From Time Clock

Veteran transit workers will say their good-byes to alarm-clock work days as they take their pensions in July and August. Heading for retirement are: Milton Richmond, 4012 Maybelle Ave., Oakland, assistant dispatcher at the Seminary division who started to work as a street car operator in 1944.

Raymond C. Brown, 2526 12th Ave., Oakland, motor coach operator at the Emeryville division who started out as a street car operator in 1937.

William Green, 1052 45th St., Emeryville, bus driver at Emeryville division who started work on the street cars in 1944.

Also retiring from Emeryville as bus drivers are Oliver R. Williams, 1369 East 32nd St., Oakland, who began as a conductor in 1923, and Manuel J. Medeiros, 2733 19th Ave., Oakland, who worked as a driver since employment in 1944.

Even a principal was momentarily "caught off base" when a bus stopped at a corner while the driver checked traffic and the principal asked: "Where are we?"

"On a bus, of course," came the reply from the rear. Struck most speechless, however, was an instructor who, after explaining the dangers of putting an arm out an open window, added:

"You can't grow another arm, you know."

"Oh yes you can," a first-grader answered, firmly "after the Resurrection!"

District Volunteers Sought to Help in Crusade

Herbert C. Crowle, director of public works for Alameda County, will recruit volunteers from AC Transit to help in the United Bay Area Crusade this Fall. Volunteers can contact him at county offices, 224 West Winton Ave., Hayward.

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Although he may sometimes feel like he's up in the air—and traveling in circles—John Krajcar, AC Transit's supervisor of stores, has decided he's definitely earthbound, compared to the activities of his 15-year-old son, David.

When Dave starts talking "space language," Krajcar says it's "out of this world" and he's left solidly behind. However mathematics are right down his alley and at least some of the atmospheric plans provide mutual fascination.

A widow, Krajcar divides his interest and his help among six children, including Linda, 17, who was student body president at Notre Dame High School and his mainstay in keeping the home running.

The others include Dave; Terry, 13; Mary Ellen, 8; Carla, 6, and Donna, 4. With four schools involved, Krajcar finds himself pretty busy keeping up with family activities. But he does find time to be interested in what each youngster is doing.

He was out of things—in the hospital—though, when Dave and two friends sent up their first balloon, complete with camera, parachutes and about $6 worth of helium.

The assembly was designed to rise to at least 101,500 feet, then burst and descend—Dave figures it should have come down close to Beale Air Force Base about 15 miles northeast of Marysville. It hasn't been recovered yet, but Dave plans a more intricate launching this summer.

According to his father, Dave has "a great gift of gab" and has talked the weather officer on a U.S. Navy aircraft carrier out of two balloons and some radio equipment. Krajcar, who helps with the driving, although he's not "up to the electronics," says the boys need a few more parts. Then they plan to send up the balloons, and track them and control them by radio.

Krajcar, meanwhile, is back on his own tracking mission—in stores. He's been "ordering supplies all my life," having joined Key System in 1946 after World War II service with the Army Signal Corps in the Pacific—in supply, naturally.

He describes his son as "just a normal student" who likes to fix things and thought of the balloon idea as a "brainstorm." Dave reports he and his friends, Joe His and Tom McGuire, both of Oakland, "learned quite a bit," and it's also fun.

The Ups and Downs

Supervisor Tracks Stores While Son Follows Balloons into Stratosphere

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At the regular meeting June 10, 1964, the Board of Directors:
- Recommended highway program of the Alameda County Highway Advisory Committee for inclusion in the 1965-1966 fiscal State highway budget, on motion of Vice President Coburn.

Death Comes to Workers
Of Transportation’s Past

Death has come to several transportation veterans with service records dating back to the beginning years of train and ferry boat service.

Homer B. Murdock, 84, superintendent of tracks and roadways when he retired from the Key System in 1944, died on April 10 after lengthy hospitalization. He had entered service in 1918.

John A. Mulvihill, 71, who went to work in 1915 as a street car operator, died on April 30. Mr. Mulvihill, who worked as a ticket collector and guard at the San Francisco terminal before his retirement in 1955, made his home at Forestville in Sonoma County.

Albert Zucca, 66, started to work at the Richmond division in 1920 when it was a car barn. He worked as a repairman and pitman at the Oakland yard, returning to Richmond as a service employee in maintenance before he was pensioned Feb. 1, 1963. He lived at 1029 Stannage Ave., Albany; died April 16.

Frank Vanella, 89, whose service pre-dates detailed records, died April 12 in Santa Ana. He entered service in 1913 and was pensioned in 1935.

Another veteran, Soran P. Gammelgard, 89, who went to work in 1920 as a street car operator, died April 14. He also worked as a ticket collector at the terminal in San Francisco before his retirement in 1945. Mr. Gammelgard lived at the Salem Lutheran Home, 2361 East 29th St., Oakland.

Joseph C. Long, of 566 48th St., Oakland, a veteran street car operator, died on May 14. He worked from early in 1907 until 1946.

Alameda-Contra Costa Transit District
Latham Square Building
Oakland, California 94612