For the 800d of Your City

Vol. 7 No. 5 E OAKLAND, SEPTEMBER, 1964

Girls, Music and Balloons Introduce 'Shop-a-Round' Pass to San Leandro

Downtown San Leandro shoppers were invited to stop walking and start riding "for free" this month as the district's "Shop-a-Round" pass was introduced to the city in a flurry of free balloons, pretty girls, a specially decorated bus and lively music.

The peppy introduction was planned by the San Leandro Chamber of Commerce, the Merchants Association and the district to let residents know they could enjoy unlimited downtown riding on AC Transit buses from 9 a.m. to 3 p.m. for the payment of one fare.

Boundaries of the pass in San Leandro include East 14th St., and Washington Ave., between Dutton Ave. and Blossom Way or Marina Blvd.

A bus, with pennants and large posters on each side announcing the pass, traveled through the area with the chamber's Sunshine Sweethearts and a group of accordionists. While the "band played," the girls got out at each bus stop along East 14th St. to hand out balloons, imprinted with the pass insignia. The bus also stopped at the Plaza, where a combo provided added tuneful background.

Two women drivers from Seminary division, Adele Barauskas and Neysa Harford, took part, serving as special ambassadors to hand out "smile" cards to residents, along with information about the pass and other district data.

The women, dressed in special uniforms, spent five days in the San Leandro central area, on their information "mission" and were rewarded with enthusias-

(Continued on Page 12)
Everybody's Back to School—Us, Too!

School bells sent a good part of the district staff "back to school" this month, along with students and teachers, to again work out the complex transportation problem of handling 40,000 to 50,000 youngsters each school day.

Established on the basis of past experience and some "guess work," the school operation takes about a month before the most efficient schedules can be determined for the 25 or so coaches needed daily to supplement regular service and provide special off-route school transportation.

The youngsters themselves present the big question mark, along with a variety of times for classes at different schools in different areas.

At the outset of the semester, the students generally start for school early, then they get later and later... and later. The district, meanwhile, must estimate how many buses will be needed, how many students will be riding, and at what times and what direction they'll be coming and going.

Biggest single haul is being made to Skyline High School, with a starting schedule of 22 trips to the hilltop school in the morning and 29 trips leaving in the afternoon.

School service accounts for some five per cent of the district's daily mileage, and is considered one of the district's most complicated operational problems.

Newcomers Throughout Area Learn of Service Through Free Tickets

Newcomers in nine of the communities served by AC Transit are finding out about their own transportation network with special free round-trip bus tickets, good for a "welcome aboard" ride over the entire system in the East Bay.

The plan, introduced in Berkeley, Albany, El Cerrito and Kensington, was extended this month to include San Leandro, Alameda, Richmond, El Sobrante and San Pablo.

The special tickets are distributed to new residents by different groups representing local merchants. In addition to the round-trip bus tickets, new arrivals will receive an AC Transit route map and the district's new tour booklet, "Sunshine Trails."

First Woman Operator Retires from District—But Not from Enjoying Life

After 20 years of just "loving my job," Mrs. Zatha John, 62, has become the first woman operator to retire from AC Transit. And how did she celebrate the occasion?

By missing the last bus, of course, on her first holiday!

As lively and enthused now as when she took a job as a conductor on the bridge trains for Key System in July, 1944, "Johnnie" can ring up other "firsts" as an original "lady pensioner." But missing the last bus in Santa Cruz—because she was waiting in the wrong place—she considers perhaps her funniest experience.

She had made the trip as a one-day junket, incidentally, for the feminine reason of buying a pair of Japanese lamps she had seen on a similar trip a week before.

After waiting 45 minutes at the Casino on the Boardwalk for the last bus home, "Johnnie" hotfooted it to the depot in time to watch the tail lights "round the bend."

Undaunted, she stayed overnight and returned to her Oakland home at 5461 Foothill Blvd. the next day—one of the advantages of retirement.

"But the first thing I really did was to buy myself a cuckoo clock. And you know, every time that bird pops out, it darn near scares me to death!"

"I also thought maybe one of the first things I would do is braid me a rug. I've been saving pieces of wool for years, so now maybe I'll start braiding."

Mrs. John plans to see California and the United States, but she admits she was never happier "than when I was behind that wheel."

"I never got tired of my job; I always liked it, and when I took a vacation, I always was glad to get back."

Although she spent 20 years crossing the bridge as a train conductor, then as a bus driver on Lines F, C, E and O, "Johnnie" never got tired of the run and...
Full Speed Ahead for United Crusade

District workers, experienced in working with people and understanding their needs, are expected to send this year's United Crusade "over the top" with 100 per cent participation and a victory over a boosted quota.

The joint campaign staged by the district and Division 192 of the Carmen's Union was launched this month at a "Kick Off" dinner at the Athens Club, with representatives of the different departments getting together to plan an early start on the annual coordinated crusade.

Jack Chapman, United Crusade speaker and an executive with the Kaiser Foundation Medical Care program in Oakland, spoke on the record goal of the campaign in this "Year of Decision," stressing that it was much better to take care of children in need of help now than to wait until they become wards of society in later life.

The campaigners also saw a film of 88 per cent participation and a victory over 1962's total.

SOMEBODY PAYS—Jack Chapman, left, speaker at AC Transit's United Crusade Kick-Off dinner, gives information and pledge cards to campaign leaders, including, left to right, John F. Larson, chairman; Lou Bailey, representing the Carmen's Union; K. F. Hensel, general manager of the district; and Vern Stambaugh, union president.

Second Driver Takes Over Fireman's Job

Another Richmond operator has joined the "volunteer firemen's brigade" by jumping from his bus to help douse flames on a burning vehicle before it could explode.

Second driver in a row from the same division to act quickly and efficiently in a similar emergency, Francis C. Armijo, 42, of 1145 Washington Ave., Albany, performed his "good deed for the day" while driving a Line 33 Express from Berkeley into Oakland.

Approaching University Ave. on Shattuck, he smelled smoke, checked his own equipment, then noticed a frozen food truck with smoke pouring from underneath. As he pulled alongside, the smoke burst into flames—dangerously close to the fuel line.

Armijo, no stranger to being "under fire," stopped and asked the other driver if he had a fire extinguisher. When the man answered "no," the operator broke out his own extinguisher, jumped from the bus and took over. The two managed to quickly put out the fire and Armijo was on his way again.

The "operation," according to his report, took less than two minutes and the express arrived in Oakland on time.

A driver with AC Transit since 1961, Armijo is known to his fellow operators as "Army Joe"—for good reason.

A retired Army captain and rifle company commander, Armijo was captured during World War II when he was wounded on the Anzio beachhead. Liberated after 14 months as a prisoner of war, he returned to fight again—serving in Africa, Sicily, Korea. He has the Purple Heart and Bronze Star medals—and 22 years and nine months of active Army service behind him.

His latest experience "under fire" occurred a month after a fellow driver, O. G. Rios, rescued a professor's wife and four young children from a burning car on University Ave., and then similarly put out the flames.

IN MEMORIAM

Death has come to three transit veterans, including Anthony W. Avsitt, 85, whose service dated back to early days of "Key Route" operations.

Mr. Avsitt, who died August 5, went to work May 31, 1907, serving on street cars and buses before he was pensioned in 1945. He lived at 1835 67th Ave., Oakland.

Levi E. Bupp, who was almost 72, died on August 1. A street car and train operator, he entered service in 1924 and retired in 1958. His home was at 3930 Shafter Ave., Oakland.

Ewing E. Allen, 76, who died in a hospital after a long illness, was an early motor coach operator, going to work in 1925 and retiring from Seminary division in 1953.
THE COMMITTEE—The all-important men in charge of the second annual ACT-Key Level Club picnic included, from left, John Chapman, Bruce Plympton, Lou Alward, C. M. Welker, John Larson, Vern Stambaugh, N. P. Alevizos. Shown in photo at right are some results of their effort.

Fun Time at ACT-Key Level Club Picnic

"Shop Talk," both old and new, was the order of the day as members, families and friends of the ACT-Key Level Club rallied around the picnic tables at Diamond Park this month for a tasty barbecue, an afternoon of games and happy reminiscences.

The Masonic club, organized Dec. 21, 1915, was reactivated by district members in 1960 and has been thriving since, with social and organizational activities.

More than 150 turned out for the second annual picnic, with their "eating tools" and a healthy appetite for a catered dinner supplied by the club. Along with a get-together for working members, the picnic provided a chance to meet again with many of the transit veterans of the past—who added a flavor of memory with some lively stories on train and streetcar operations.

C. M. "Johnnie" Walker, club president, had a noteworthy committee in charge, including N. P. Alevizos, Lou Alward, John Larson, Gordon Robertson, Vern Stambaugh and George Walden, who was ill, but had a substitute in Bruce Plympton.

 Appropriately, the merrymakers included D. J. Potter, transportation manager, whose father, J. P. Potter, first superintendent of the Key Route, also served as first president of the club, then known as Key System Level Club.

IN THE SACK—What's a picnic without kids—and without a sack race? Children of district employees line up for start of races.

Emeryville Drivers’ ‘Tag’ Softball Trophy

Any talk from drivers at the Emeryville division about “blaze it in” or “beat it out” is strictly baseball, and proof that a bunch of amateurs can really “tag one” and walk off with a first place trophy.

The operators, ranging in age from “41 on down,” put themselves together in a softball team this spring, under the urging of A. L. Porter, who plays and acts as business manager.

Sponsored by “Al’s Automotive Service,” they ended the season in first place in their division in the Summer Softball League of the Oakland Recreation Department.

Boosted into harder competition as a result of their win, they started the fall season in good form, but with no time for crossed fingers. Most of them have to hurry, as it is, to make it from their run to Greenman Field at 66th Ave. and East 14th St., Oakland, in time for their Wednesday night games.


Welcome to Ranks for New Employees

Welcome was in order for the following new employees, hired in August:

**Emeryville Division**

Transportation: Harold Voegle, 2479 Le Conte Ave., Berkeley, mail messenger, vacation relief.

Automotive: Shirley Schrock, 42664 Ravensbourne Park St., Fremont, junior clerk, vacation relief.

Maintenance: Hersey Harris, 1307 90th Ave., Oakland, service employee B.


**Richmond Division**

Bus Operators: A. B. Creeves, 2060 Junction Ave., El Cerrito; V. R. Hewitt, 3152 11th St., San Pablo.

**Seminary Division**

Maintenance: Larry Marshall, 326 Via Lucero, San Lorenzo, service employee A.

Bus Operators: Emeterio Lopez, 2854 Bryant St., San Francisco; O. E. Spencer, 3344 18th St., San Francisco; V. G. Bastin, 28691 Venus St., Hayward; D. C. Ainslie, 32166 Carroll Ave., Hayward; D. K. Lantz, 5464 St. Marks Ave., Newark.

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.

I have just concluded 10 months at University of California obtaining my masters degree and I commuted to the University from San Francisco on your buses almost every day in that period of time. I just wanted you to know how much I enjoyed the commuting, how courteous your employees are, and best of all, the excellent service that you offer.

Gilbert McNamee
San Francisco

I would like to tell you about one of your drivers (R. F. Ledward) of whom you can be proud...he is very accommodating and it really is a pleasure to ask him to call one’s destination.

Mrs. Anna Schneider
San Francisco

This is to tell you of one of the most considerate public employees I have ever encountered in my daily travels, on bay and bus systems. I was on my way to Albany from San Francisco bus terminal...it was my first trip over at that (rush hour) time...finally the driver (J. W. Rose) I wish to praise explained so very nice, in a way I will never forget, how to go where I wanted to go. Please, do give him the credit he so richly deserves.

Jeanette Neilson
San Francisco

As a customer and regular commuter on the “C” Piedmont line, I want to commend Thomas Murray for his excellent and courteous service. It has been a pleasure to have him as our driver these past months...we always feel safe in his hands. It is always refreshing to be greeted with a cheery “good morning” in the early hours each day—it starts things out well.

Mrs. George Butt
Piedmont

It is a pleasure to report about two of your excellent drivers (M. E. Tourevillas and Walter Bergman)...both of these operators are careful and courteous drivers. Both are always cheerful and ready to help all their passengers with courteous replies to inquiries about information.

Mrs. F. W. Williams
Alameda

I am 80 years old and traveled a million miles in my business career before retiring. I took a bus...driver (A. W. Barker)...was so outstanding...human knew nearly all on bus and one of the best drivers I have ever met...

Herb Goldsmith
San Francisco

...express my appreciation in behalf of bus drivers (D. C. Golden and B. C. Gureck)...I am still going for shoulder and back treatments...and have asked them to kindly come close to the curb...they are always very thoughtful and cooperative and never fail to do so.

Mrs. Lillian Walker
San Francisco

Mrs. Jeannette Neilson
San Francisco

Mr. and Mrs. Gilbert McNamee
San Francisco

Mrs. George Butt
Piedmont

Mrs. F. W. Williams
Alameda

Herb Goldsmith
San Francisco

Mrs. Lillian Walker
San Francisco
ON THE HOUSE—K. F. Hensel, general manager of AC Transit, shares a coffee and doughnuts treat with Mrs. Yukio Mizota at a party christening the district's newest passenger shelter. James Miraglia, San Leandro civic leader, acts as chef.

Toast to New San Leandro Bus Shelter

A surprise treat of “coffee and doughnuts on the house” was served to early morning bus commuters to officially christen the district's newest passenger shelter at Davis St. and Douglas Dr. in San Leandro.

The snack was served at the modernistic shelter during the peak morning hours to approximately 100 commuters, who use the transfer point to board the Line 30 express to Oakland or the transbay Line R to San Francisco.

William J. Bettencourt, San Leandro's representative on the transit board of directors, K. F. Hensel, general manager, and D. J. Potter, transportation manager, were on hand to add their welcome—and enjoy the treat. James Miraglia of San Leandro donned a chef's hat and apron to handle the serving honors from a specially set table.

The only sad looks came from passengers already on the buses. They could only watch in envy as the coaches rolled up to the street shelter, took aboard munching passengers and rolled out again.

The 18-foot-long shelter replaces an earlier “pilot model” and offers weather protection almost to the curb. It was erected in line with district plans for similar shelters at other transfer points.

Veterans Take Pension

William M. Castlebary, bus driver, supervisor and union official, will be leaving a long record of service when he retires Oct. 1.

Castlebary, who lives at 1044-B 45th St., Emeryville, started as a bus driver in 1941 and has worked since as an operator, in the schedule department, as a supervisor and, during a leave of absence from 1951 to 1963, as financial secretary of the Carmen's Union, Division 192. Since March, 1963, he has been in the employment office.

Pensioned Sept. 1 was William H. Dobbs, Jr., 1465 168th Ave., San Leandro, who started as a rail operator in 1943 and transferred to motor coach service in 1948. He also served as assistant dispatcher in 1951-52.

Transbay operations continued to show a healthy increase during July, with boosts in revenue and in the number of passengers carried. East Bay operations maintained a virtual level status, with a slight increase tailed.

Combined services resulted in passenger revenue of $1,075,610, an increase of $29,288 or 2.8 percent over the $1,046,322 collected in July, 1963. Revenue for transbay service totaled $441,014, a boost of 6.3 percent over the same month a year ago. Of the total, East Bay revenue reached $634,596, an increase of .45 percent, as compared to July, 1963.

Number of passengers carried on East Bay and transbay lines came to 4,210,378, an increase of 2.34 percent over 4,114,076 carried during the same month a year ago. Transbay riders totaled 984,954, a boost of 5.8 percent.

July commute book sales also were up, totaling $176,890, as against $168,905 for the previous July, an increase of 4.7 percent. Passenger revenue for the transit industry nationally indicated a .13 increase for the month.

The district's total income was sufficient to cover operating expenses of $1,119,439, which were up 4.55 percent over the same month in 1963.

Seminary, Richmond Drivers Top Safety Goal

Both the Seminary and the Richmond divisions topped their safety goals in August, winning treats of coffee and doughnuts as a result of their records.

Seminary drivers tallied 13,876 miles per accident, while Richmond operators turned in 13,005 miles per accident.

Treats are set up by district when operators beat “safety bogey” of 12,450 miles per accident.
ACTIONS OF THE BOARD

At an adjourned regular meeting August 26, 1964, the Board of Directors:
- Endorsed 1964 United Bay Area Crusade fund raising campaign and urged district employees to participate to fullest extent possible, on motion of Director McDonnell.
- Authorized Vice President Coburn, Directors Berk and Rinehart, and General Manager Hensel to represent district at annual meeting of American Transit Association and also to inspect transit facilities in Toronto, on motion of Director McDonnell.

At the regular meeting September 9, 1964, the Board of Directors:
- Retained DeLeuw, Cather & Company of San Francisco as consulting engineers for a 12-month period at a fee not to exceed $4,800, on motion of Vice President Coburn.
- Adopted self-insurance program for workmen's compensation liability effective October 1, and voted to give further study regarding services of a compensation management firm and amount of excess coverage on compensation claims, on motion of Vice President Coburn.

Payment Made on Bonds
A third payment of principal and interest, totaling $924,943, has been made on district bonds, reducing the balance to $14,625,000, according to a report made to directors by John F. Larson, treasurer-controller. The original amount of the bond issue, which was approved by the voters at a special election in October, 1959, was $16,500,000.