First ‘Golden Wheel’ to Be Awarded

Program for Recognizing Distinguished Service
By District Employees to Start with New Year

The “Golden Wheel Award for Distinguished Service” will be presented for the first time next month, as the district begins the new year with a new program for recognizing extraordinary service performed by employees.

Winners of the monthly award will be presented with a $50 U.S. Savings Bond, a specially cast award lapel pin and an award certificate.

In addition, the winner’s picture, together with details of the basis for the award, will be displayed in 10 King-sized advertising frames on District buses, as well as at all operating divisions and in newspapers.

Nominations for an individual award are being accepted from the public, fellow workers or an employee’s immediate supervisor. However, differing from numerous recognition programs, the plan will give considerable weight to the worker’s all-around performance for the previous 12 months. All employees are eligible—operators, mechanics, clerical workers—union or non-union.

In a personal message to employees, K. F. Hensel, general manager, said he had regretted in the past that the district was unable to give proper recognition to the many who have distinguished themselves and brought credit to the district.

After a study of programs practiced by other transit properties, a unique plan was developed to salute publicly, and on the property, the contributions made by workers to the progress of AC Transit, he added.

“It is a pleasure to be able to recognize outstanding personnel of the district and to express the hope that we will have many winners in the months and years ahead,” Hensel stated.

Judges include L. V. Bailey, newly (Continued on Page 2)
Joint Study to Aid Transit Coordination

AC Transit will join in a $792,500 joint study to coordinate local bus service in the East Bay and San Francisco with the future rapid transit regional rail system.

Plans for the detailed mass transportation study culminate nearly a year of staff-level discussions between AC Transit and the Bay Area Rapid Transit District. The study is expected to establish practical methods of adjusting existing service with the rapid transit system.

To help finance the project, directors voted to file a formal joint application with the Federal government for aid. Their action followed recommendation of K. F. Hensel, general manager, that request be made for a maximum federal grant to the U.S. Housing and Home Finance Agency, as permitted by the Mass Transportation Act of 1964.

The study would deal with the complex aspects of coordinating services and facilities of AC Transit and the rapid transit district. At the same time, a concurrent study would consider the same problems between BARTD and the San Francisco Municipal Railway.

Cost of the joint AC Transit-BARTD project is estimated at $297,500, with the remaining cost allocated to the BARTD-SF Muni study.

The project will require a year to complete and includes an analysis of methods and techniques for coordinating service, location of feeder lines, plans for transferring passengers and handling combination fares, cost and revenue analyses to determine economic results of coordinating service, fare structure to cover costs of single and combination rides, and evaluation of effect of such a coordinated program on existing transit service.

Automatic Wage Hikes Again Add to Holiday Cheer for All Workers

Wage increases automatically boosted checks of over 1,470 employees in December and January—again adding to holiday cheer.

More than 1,300 bus drivers and other union workers received a 10-cent hourly increase Dec. 1, for a new hourly rate of $3.01, under terms of a contract negotiated two years ago.

Dispatchers and mechanics also received a 10-cent hourly hike. Class A mechanics now have an hourly wage of $3.37.

Some 171 supervisory personnel and non-union office employees receive an automatic 3.44 per cent wage increase Jan. 1.

The annual wage increase was the third in a row for workers, under the terms of a 30-month contract which expires next May.

Special Award Ready

(Continued from Page 1)

elected president of Division 192 of the Carmen's Union; Clinton Dryer, Executive Director of the East Bay Chapter, National Safety Council, and Harvey Scott, president of the district's advertising agency.

Letters of nomination from fellow workers will be turned in to department heads, for forwarding to the personnel department for submission to the panel of judges. Nominations will be evaluated by supervisory personnel before final judging.

The award will be based on endeavors which reflect credit to the individual or are an asset to the district.

CANDY CANE GREETINGS TO ALL RESIDENTS

Nobody was too old to enjoy Santa Claus — or the "Candy Cane Express," which carried AC Transit's holiday greetings to pleased residents this month.

Carrying on a tradition started last year of turning a bus into a rolling "Merry Christmas" wish, the district transformed a new Transit Liner into a candy cane, painting it with red and white stripes and decorating it in yuletide style.

Passengers of all ages climbed aboard the "express" to enjoy a holiday ride — and to report it was the "nicest thing that's happened."

When it wasn't in service on a regular line, the "Candy Cane Express," with the district's own "St. Nick" — Nicholas P. Alevizos — took a complimentary part in community yuletide festivities — a gesture appreciated by shoppers and various civic groups.

The district also had two "Candy Cane Girls," Mrs. Adele Barouskas and Mrs. Neysa Harford, who switched from their uniforms as women bus drivers to red and white striped skirts and Santa helper jackets and hats, to pass out candy canes to children and information on the "Shop-a-Round" pass.

Along with jolly Santa Claus, they found that youngsters were not their only customers—adults also welcomed the candy canes as a nostalgic treat.

Transformation of the bus was handled by maintenance workers at the Emeryville Division.
Carmen's Union Elects New President;  
Stambaugh Steps Down from Top Post

Louis V. Bailey was elected president of Carmen's Union, Division 192, this month, taking over the post held since 1951 by F. Vern Stambaugh.

Stambaugh, who did not run for reelection, was instrumental in formation of the present transit district, working for the legislation which made it possible and for the bond election which put the district into business.

Bailey moved up to head the union after serving four years as operating business agent and vice president. He started as a bus driver in 1954 and took part in contract negotiations with Key System Transit Lines and later, with AC Transit. The new president has devoted full time to union activities since 1960. He also is on the executive board of the California Coordinating and Legislative Council.

In the only run-off, W. F. McClure was re-elected financial secretary-treasurer.

J. L. Vinson, operator from Richmond division, was elected to the position vacated by Bailey. Emil Scala, who was unopposed, retained his office as maintenance business agent and vice-president. J. D. Rose was unopposed as recording secretary.

Appearing before the AC Transit board directors, Stambaugh expressed appreciation for “fair treatment” received by the union. He hoped cooperation would continue as it has in the past. In response, the board praised his representation of labor.

Additional Employees Join District

Joining AC Transit’s family of workers in November were:

**Executive Offices**
Public Relations: Mary Louise Rentler, 3600 Diamond Ave., Apt. 7, Oakland, secretary.

**Emeryville Division**
Schedules: Diane Hamlow, 2944 Webster St., Oakland, stenographer.

**Richmond Division**
Maintenance: Curtis E. Wells, 760 Buena Vista Ave., Alameda; service employee.

Bus operators: R. E. James, 251 S. 35th St., Richmond; W. P. Beck, 2240 Stone Ave., Apt. 1, San Pablo; C. E. Livingston, 522 S. 16th St., Richmond.

**Seminary Division**
Maintenance: David A. Abbey, 2523 82nd Ave., Oakland, service employee.

Pup Turns Himself in as ‘Lost Property’

Lost and tired, a puppy not only showed he had enough sense to “come in out of the rain” on a stormy day in downtown Oakland, he picked the best place to do it.

Climbing all the stairs to the fourth floor in the Latham Square Building at 16th St. and Telegraph Ave., the little dog turned himself in at the district’s lost property department.

Exhausted, the black male pup then curled up among the umbrellas and went to sleep. As far as he was concerned, there’s one answer for “tired dogs” - the bus.

Although drivers are used to finding strange articles on buses - including a live alligator - this was the district’s first experience with a personal turn-in. It also was an “initiation” for Marilyn Tott of PBX-Information, filling in for Martha Nielsen, lost property clerk, who was on vacation.

The pooch, who may be a retriever, as well as a “finder,” was taken under the legal jurisdiction of R. E. Nisbet, attorney for the district, while efforts were made to locate an owner.

Nisbet, meanwhile, was trying to “integrate” the friendly puppy with two cats, two squirrels, one turtle and four children at his home, 9 Tamalpais Rd., Berkeley.

The dog was wearing a collar, but with no identification.

New Retirement Award
AC Transit personnel retiring on pension in the future will have a glittering reminder of their years of service and the district’s gratitude - special retirement pins.

Following committee and staff recommendations, directors approved presentation of pins and authorized preparation of a program for presentation of the retirement awards.
**Schedule Expert Heads for Exotic, Far Off Places—Without a Single Timetable**

After decades of writing transit schedules — and one of the experts who knows where each line runs and how often — Louis O. Alward, might be expected to go traveling on his own schedules and one of the experts after he clears off his desk for the last time Dec. 31.

But you would hardly expect him to spend a year wandering to exotic places around the world — without a single schedule or timepoint for his jet-age “booming.”

Alward, 65, who officially retires Feb. 1 after 39 years of service, has spent many of those years in the scheduling department, writing the timetables for street car and bus service.

But when he takes off for a holiday which may last from eight months to a year, he’s going to wander as he pleases — to all the places with romantic sounding names, like Hong Kong, Bangkok, Thailand, Rangoon, Istanbul, Spain.

A romantic at heart, with a great “travel itch,” Alward already had done a lot of railroad and street car “booming” when he decided to settle down to a steady job with the Key system in 1925.

A “walking timetable” of information, Alward wrote the first schedules for the “40” lines early in 1939. During World War II, he stood on street corners in downtown Oakland and wrote timetables on the spot, according to cars and manpower available.

He helped to inaugurate Central Dispatch on Easter Sunday, 1944, and later wrote schedules for all the major lines serving the downtown Oakland area.

During the last five years, he’s prepared all the publicly distributed schedules — a job that’s increased, with a different problem each day — to reach 1,600,000 timetables printed in 1963.

Although accuracy is a fetish with a good schedule man, Alward admits to a few mistakes — including a timetable printed with the year “1863” instead of a century later.

When he returns, he plans to settle in Phoenix.

NO MORE TIME—L. O. Alward will say goodbye to timetables when he retires to a steady job with the Key system in Phoenix.

A romantic at heart, with a great “travel itch,” Alward already had done a lot of railroad and street car “booming.”

**The Only Casualty**

Alward, in jumping from one side of the cars to the other, snagged his new blue uniform and tore it badly. But his clothing was the only casualty of the accident.

After 15 years as a relief inspector, he knew every street car and bus line — and the times every car and bus on the property rolled out and turned in.

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Financial activity of the district remained level during October, with a slight increase in passenger revenue compared to the same month a year ago.

Passenger revenue for the month totaled $1,134,123, a gain of $7,593 or .67 per cent over revenue of $1,126,530 of October, 1963. Transbay revenue was up for the month with $434,531, an increase of 3.07 per cent. East Bay lines showed a decrease, however, of .76 per cent. Commute book sales also were slightly down, with a total of $184,164, as compared to sales of $185,807, for the same period in 1963.

The number of riders carried on East Bay and transbay lines totaled 4,818,397, a decrease of .34 per cent over a year ago. In accordance with a past pattern, transbay service showed an increase in passengers, with 983,475 riders, a boost of 3.07 per cent over the 954,187 who rode transbay buses in October, 1963.

The district operated 1,966,662 miles of scheduled service, a decrease of 1.63 per cent over revenue of 1,226,530 of October, 1963. Transbay revenue was up for the month with $434,531, an increase of 3.07 per cent. East Bay lines showed a decrease, however, of .76 per cent. Commute book sales also were slightly down, with a total of $184,164, as compared to sales of $185,807, for the same period in 1963.

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The district operated 1,966,662 miles of scheduled service, a decrease of 1.63 per cent. Total income of $1,378,358 was sufficient to cover operational expenses of $1,090,938 — up 2.12 per cent, as well as equipment renewal and bond debt requirements.

Patronage for the transit industry nationally indicated a 2.71 decrease for October, compared to a year ago.

**Service Extended to San Leandro Hospital**

AC Transit extended its Foothill Blvd. line to San Leandro Memorial Hospital this month, with schedules to coincide with visiting hours and periods of the day when employees go on and off duty. Line 40 buses operate to the hospital from Estudillo Ave. and MacArthur Blvd.
ACTIONS OF THE BOARD

At an adjourned regular meeting Nov. 25, 1964, the Board of Directors:

- Authorized staff participation in regional conferences of American Transit Association, on motion of Director McDonnell.
- Authorized filing application to Federal Housing and Home Finance Agency for a demonstration grant to develop coordinated transit service with Bay Area Rapid Transit District, on motion of Vice President Coburn.
- Authorized discontinuation of Park and Ride Center in San Leandro, on motion of Director Bettencourt.
- Voted to invite representative members of State Legislature to a joint information meeting for the purpose of exchanging views regarding public transit, on motion of Director Bettencourt.
- Established positions of Assistant Transportation Superintendent and Assistant Schedule Analyst, and abolished position of Safety Inspector, on motion of Bettencourt.
- Extended service on Line 40 (Foothill Blvd.) to San Leandro Memorial Hospital, on motion of Director Warren.

December Fares Give District Best Day Yet

The jingle of tokens and coins reached its merriest sound on December 4 when the district had its best day yet at the fare boxes, collecting $47,337.55 on East Bay and transbay lines. The high was reached despite overcast and rain, with riders ignoring the weather to ride the buses. The previous high—$47,213—was tallied on a clear Dec. 6, 1963, and included receipts from Golden Gate Fields operations, missing this December.