District Takes Steps
To Protect Drivers,
Halt Bus Rowdyism

An all-out drive to curb hold-ups, rowdyism and vandalism on district buses was launched this month, with solid backing from the board of directors and the staff.

Two-way radios were being tested on three buses, operating on lines in all east bay cities, to test the effectiveness of the communications system, and gain technical knowledge.

Information gained from the tests will be used in determining future use of two-way systems for coaches operating in troubled areas.

A detailed study also was underway of individual bus line requirements to find out if cash carried by operators could be reduced below the present $50 allowance.

Full District Support

The district made it clear rowdies and hoodlums would be prosecuted to the fullest extent of the law and full legal support would be given if it becomes necessary for an operator to sign a complaint.

General Manager K. F. Hensel told directors that police departments had promised full cooperation and will work with the district.

The decision to equip buses with two-way radios followed the death of driver Perseus Copeland during an...
Two-Way Radios Installed for Test

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attempted hold-up. Also considered was the action taken by Operator Donald Boyer, in delivering 22 Richmond junior and senior high school students into hands of police when they became unruly on his bus.

The board officially commended Boyer for his action after Hensel reported it had generated the greatest public response of any single incident in district history.

Two-way radios ordinarily assigned to supervisors’ cars were being used for the test program, to iron out technical difficulties.

Bus Driver Killed in Hold-up Attempt

Perseus Copeland, 59, a bus driver for 19 years, was fatally shot on January 20 by a gunman who attempted to hold him up at an Oakland bus stop. First worker to be killed while on duty since the district was formed, Copeland also was the first bus driver to be shot since 1954, when a Key System operator was wounded.

Perseus Copeland

The tragedy, which stunned the district and fellow workers, occurred when Copeland grappled with the armed robber, pushed him back, then followed him out the door.

One shot was fired, hitting Copeland below the heart. He died a short time later.

A number of passengers witnessed the early morning hold-up attempt at San Pablo Ave. and 28th St. and were credited by police with giving descriptions which led to the arrest of two men for the hold-up murder.

A top driver with an excellent record, Copeland had been on the Line 72 run since 1948. Described by fellow workers as "mild, good-humored, well-liked and business-like about the job," he had no previous reports of trouble.

A native of New York, Copeland went to work for Key System as a street car operator in January, 1941, leaving on military duty a year later to serve in the Navy. He returned to work in January, 1946 and went to Richmond Division as a driver two years later.

Copeland lived with his wife, Lydia, at 1921 Wanless Ave., San Pablo. She is now making her home with a daughter, Mrs. Vivien Egan, in Castro Valley.

What the Editors Are Saying About Transit

Oakland Tribune:

He Did the Right Thing

BULLY FOR Donald Boyer!

Mr. Boyer, the AC Transit bus driver, who took two loads of rowdy students to the Richmond police station last week, may have done the youngsters more good than they might think at this particular time.

At the very least—they learned a lesson. There is no question that they now know that at least one AC bus driver will take only so much abuse and when that point is reached—it's off to the calaboose!

A lesson learned—and not forgotten—is a valuable condiment in the sauce of life, particularly a young life.

The parents of the students who visited the Richmond police station are in debt to Mr. Boyer because his action will help make better citizens out of their offspring. Perhaps they don’t recognize the debt now, and we are sure many of them are still angry, but as time goes on they will know that what he did was for the best.

Rowdyism cannot go unchecked because, in most cases, it progresses into something much more serious. Youngsters can be injured, property damaged and the seeds of future disturbances planted. Mr. Boyer probably eliminated the chances of these possibilities happening.

The students left at the police station were given severe reprimands and sent home. This was considerably better than one of them being injured, or parents having to pay for damaged property.

Mr. Boyer did the right thing.

Action Against Rowdyism Wins Driver Praise from Public and Transit Board

Commendations poured into the district from across the nation this month, lauding bus driver Donald Boyer for twice delivering rowdy school students to the Richmond police station. The response, greatest in district history, included newspaper stories and editorials; radio and television broadcasts, hundreds of letters and over 1000 phone calls.

Questions were in accordance that Boyer had taught a memorable lesson in behavior, good citizenship and the meaning of freedom to the youngsters and their parents—as well as doing a service for fellow drivers and the district.

Boyer, 33, a former oil field worker, turned 22 high school and junior high school pupils from Parchester Village over to police after they became unruly on his bus and he decided “something had to be done.”

The run, long a trouble area, was noticeably quieter after his action.

Boyer, who works the extra board, came to the district in September, 1963, after picking bus driving and AC Transit for his future career.
A wet and gloomy December put the damper on AC Transit’s financial record for the month, with passenger revenue and the number of riders carried taking a drop as compared to December, 1963.

Passenger revenue for the month totaled $1,067,693, a decrease of $24,892 or 2.3 per cent below the $1,092,585 in revenue collected for the same month a year ago. The district carried 4,405,084 passengers on its East Bay and transbay lines, a decrease of 2.22 per cent, compared to 4,505,138 for the previous December.

Weather-wise, the picture was notably bad. There were no clear week days during the month and only four clear weekends or holidays, There were showers or rain on 10 week days and on one Saturday and three Sundays and holidays, totaling to 14 days of wet stay-at-home weather. In addition, it was overcast on 12 week-days.

Transbay commute book sales however, were $170,600 as compared to $158,600, in December, 1963, an increase of 7.6 per cent.

The district operated 1,927,226 miles of scheduled service, a decrease of 4.4 per cent. Total income of $1,288,215 was sufficient to cover operational expenses of $1,112,265, which were down 4.5 per cent for the month, as well as equipment renewal and bond debt requirements.

Wages Paid Goes Up; Withholding Tax Down

Wages totaling $9,041,310 were paid to 1,919 employees in 1964, an increase of $433,005 over the previous year. John F. Larson, treasurer-controller, said the amount of income tax withheld, $1,078,759, was down $150,363 from the year before, due to a change in the withholding tax law.

Emeryville Mechanic Wins Top Honor

(Continued from Page 1)

Supervisory personnel agreed with the choice, adding that Manha works well with employees and supervisors and does an outstanding job, which has resulted in direct savings to management in labor and material costs, as well as cutting down on time lost when coaches are out of revenue service.

Quiet and hard working, they said he was “always trying to work out problems of design, improving testing equipment and helping others to make best use of their tools.”

A native of California, Manha has been married for 29 years to Lyyli Johannna, who was born in Finland.

Aside from his work, Manha likes to go fishing, usually with an old friend, Alfred Francis, who retired from the district in 1962.

The award winner will be presented with a $50 U.S. Savings Bond, specially cast award lapel pin and award certificate.

In addition, his picture, with brief detail 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.

The program of monthly awards has been designed to give recognition to extraordinary service and all-around work performance.

Nominations are being accepted from the public, fellow workers or immediate supervisors. They are evaluated by supervisory personnel before presentation to the judges.

Judges include L. V. Bailey, president of Carmen’s Union, Division 192; Clinton Dreyer, executive director of East Bay Chapter, National Safety Council, and Harvey Scott, president of the district’s advertising agency.

Previous nominations, as well as new ones, will be considered for the next award.

IN MEMORIAM

Deaths were reported this month of three veterans of street car and early bus driving days.

Raymond Kerns, 73, of 5624 Holway St., Oakland, died January 27. He entered service in 1923 and was pensioned in 1957.

Clarence Scott, 77, who went to work in 1924, died on the same date. He took his pension in 1954.

Charles H. Jenkins, 70, who died February 9, went to work on the cars in 1923, switched to trains in 1930 and to buses in 1941, retiring in 1962. He lived at 2030 84th Ave.
Gas-Powered Bus Rolls Into History

The long era of gas-powered bus service was brought to an end this month as the district made a farewell run with its last "gas buggy," clearing the way for all-diesel operations.

The memorial run of the 41-passenger Mack through east bay cities turned out to be a happy, neighborly sort of event, enjoyed by riders and "suffered" by the somewhat balky coach—which like many passengers—found streets weren't as easy to climb these days as they were over 17 years ago.

The decorated bus chugged over the Line 43 route between San Leandro, East Oakland, Downtown Oakland, Berkeley and Albany, re-traveling lines familiar when the Macks were purchased in 1947 for transbay and local lines.

The run marked the finale to nearly 44 years of gas-powered bus transportation, with 26 Macks making it to the finish line. Delegated in 1962 to special service and a few neighborhood routes, they were retired last month, awaiting disposal to another property.

Coach 2501 was tuned-up again, however, and taken out for a fling to notify residents, through large signs on the sides, that it was the "last gasoline bus in AC Transit service," making way for "more transit progress."

Painted "tears," on the front of the bus, expressed the only regrets, along with the message, "To my friends, good-bye."

Passengers were presented with souvenir cards, which carried a photo of the bus and a record that it was the end of gas-powered transportation.

At the wheel was Operator Harry W. Grimes, 59, of 8215 Golf Links Rd., Oakland, Seminary Division driver who drove one of the first Macks across the bay bridge in July of '47.

GOOD-BYE TO GAS BUSES — Operator Harry W. Grimes, James L. Viguier, veteran supervisor, and Police Officer Ralph Nilssen could join in a happy farewell to gas-powered service — only the coach had "tears" of regret. Its run over, last of Macks get "de-activation" touches from maintenance workers Alvaro Pinto, left, and John Eckhardt at Seminary Division yard.

The Macks outlasted other gasoline models because of better maintenance records and more comfortable riding. The last 26 rolled up a mileage record of 14,429,327 miles, an average of 554,947 miles per bus—enough to travel 22 times around the globe.

END OF ERA—Souvenir ticket, recording last trip of gas-powered bus, is presented by driver Harry W. Grimes to Mrs. Alex Nelson, wife of a ferryboat captain.

New Employees Roll Along With District; Join Transit Family

Welcomes were in order for the following new employees:

General Offices

Treasurer: E. G. Pangelinan, 611-B Haight Ave., Alameda, junior clerk.

Emeryville Division

Maintenance: L. P. Owle, 2845 69th Ave., Oakland; J. B. Ciccedo, 30985 Carroll Ave., Hayward.

Bus Operators: G. L. Jacobs, 1936 E. 25th St., E. L. Davis, 6175 Hillelagg Ave., D. W. Marbut, 1221 E. 20th St., Apt. 301; George Au, 1522 Alameda, H. E. Holmes, 915 28th St., J. J. Childs, 118 E. 24th St., F. T. Fangelinan, 1701 San Joaquin St. Apt. 5; J. O. Conrow, 2752 14th Ave., P. J. Colvin, 1246 80th Ave., J. R. Higgins, 2425 Chestnut St., all Oakland; M. D. Kimbrough, 625 Sacramento St., 625 Scott St., S. F. Smith, 1645 Folsom St., San Francisco; R. D. Ochs, 6112 Sacramento St., C. L. Webster, 4629 Taft Ave., Richmond; W. L. Roetsen, 1193 Sherman Ave., Alameda; J. C. Greer, 1284 Seville Dr., Pacifica.

Richmond Division

Bus Operators: D. D. Hightman, 4250 Harmon Rd., El Sobrante; R. C. Creer, 100 South 21st St., Richmond.

Seminary Division

Maintenance: Donald E. Forbes, Apt. 50, 27505 Tampa Ave., Hayward.

**Assistant Division Superintendents Named**

L. H. Minear and L. L. McDonald have retired from their uniforms to take over desk jobs and greater responsibilities as assistant division superintendents.

Minear, 52, is "backing-up" the division superintendent at the Emeryville Division, while McDonald began his new assignment at the Richmond Division. R. M. Detloff will continue as assistant superintendent at Seminary Division.

The promotions are in line with district policy of advancing employees through the ranks, to train for top responsibilities.

Minear has over 34 years in public transportation experience, covering "everything that rolled, whistled, clanked and floated." McDonald, 47, also has had extensive experience around the system, including over 13 years as a supervisor.

Starting on the Key trains as a boy of 17, Minear broke in under the Key Route's first motorman and conductor, George Ballantyne and M. C. Mitchell.

He later became a "night watchman, janitor and just about everything" on the Key pier, walking the trolley, working the searchlight, punching clocks, lowering the ramps for ferry passengers.

Safety Goal Topped

Operators at Emeryville and Richmond Divisions had coffee and doughnuts "on the house" this month, for topping safety goals. Drivers at Emeryville recorded 13,914 miles per accident in January, while the record at Richmond was 12,627 miles. The safety "bogey" is 12,450 per accident.

In 1935, Minear went on the extra board as a conductor, brakeman and motorman on the trains, but a year later, moved over to Oakland Terminal Railway, the freight division of Key System, as a switchman.

He started driving a bus in 1941; was made a supervisor in 1943 and became a central dispatcher in 1950.

Minear, who has two sons, a daughter and four grandchildren, lives with his wife, Louella, at 2527 Manchester Rd., San Leandro.

McDonald, a wartime shipyard welder, signed on as a bus driver in October, 1945, but left in December of '49 to return to Illinois because of his mother's illness.

The "call of the bay area" brought him back in June, 1951, to again take over the wheel. A year later, he was made a training instructor and four months later, a supervisor.

Classified as a central dispatcher in 1961, he's worked both jobs with experience in trains and their problems, as well as buses.

McDonald and his wife, Violet, live at 30453 Hoylake St., Hayward. They have five children.

**Appointments Made**

William J. Bettencourt, of San Leandro, past president of AC Transit board of directors, will serve during the coming year as chairman of the directors' project development committee.

William E. Berk of Richmond will head the committee on personnel and public relations.

Continuing as chairman of the finance committee will be Ray H. Rinehart of Piedmont.

**Refugee Gives Up Country and Career To Find Freedom, Work Without Fear**

What's it like, to adjust to life in a new country, after relief and fear begin to dim a little? Does the gilded picture of freedom in America look a little tarnished, nine years after escape to this country?

Not to Lorentz Fulop, 40, of 3219 Central Ave., Alameda, maintenance employee at the Seminary Division.

Although Fulop gave up a career as a mechanical draftsman and as a music teacher, when he gave up his country of Hungary, he is "so happy here - I still can't say enough, we're all so happy, so glad."

For the past two holiday seasons, some of his feeling of gratitude traveled through the east bay and to San Francisco - in the "Seasons Greetings" and other holiday decorations, drawn on the "Candy Cane Express" operated by the district.

He also did the art work on the front of the last gasoline coach, when it made its farewell run.

Fulop, always happy to "help out," has not forgotten his escape from Hungary in 1956 - or the warmth of his welcome in America.

A sergeant in the German tank corps in World War II, Fulop was taken prisoner by the Russians after the war was over. Finally "allowed" to return to his work as a draftsman, he saw his mother's farm and house confiscated and learned about fear and distrust.

"I was no good for the Communists", he explains tersely. After taking part in the revolt against the Communists in his country, he knew "sooner or later, would come the knock on the door."

With his wife, Maria, and son, Thomas, he made his way to the Austrian border and walked 10 miles through swamps in a storm to escape.

Brought to Alameda by the Christian Reform Church, Fulop learned English and found a job. When his eyes began to bother him, he turned for a while to music teaching.

But, as an American citizen, Fulop also learned there were advantages to regular hours and pay. Two years ago, he went to work for AC Transit And he has the "happy life."

He brought his parents-in-law here from Hungary and still hopes to bring his mother. His son, now 21, is studying to be an attorney; he has a little girl, Anna Maria, 4.

Someday, perhaps, he might return to Hungary for a visit. But fear remains. He's afraid to leave America - "some things you don't forget."
Simple Arithmetic

Purchasing Keeps the Wheels Turning

All departments cooperate to keep the “wheels rolling” for AC Transit, but if it wasn’t for purchasing and stores – the wheels might not be there, nor the “rolling.”

As manager of purchases and stores, Howard D. Beebe considers the job of securing material, supplies and equipment for the district “pretty simple” – if you know arithmetic.

But he also admits the job is interesting because it is so diversified. He and his staff deal in everything from “diesel to doughnuts” and from buses to retirement pins.

He might, at one minute, be considering different makes of steam cleaners, and the next, considering what shrubbery would be the best for district landscaping.

And there’s nothing simple about obtaining the best products to do the best job in giving the lowest possible cost per mile.

The formula, according to Beebe, works this way:

The department knows how many scheduled miles buses operate; how many miles a bus will run on a gallon of fuel; the number of quarts of oil necessary; how many miles a tire will travel; at what mileage it will be necessary to replace parts.

With these known factors and the use of arithmetic, quantities can easily be determined – allowing important time to study how various models and products will perform.

Fuel, oil and tires are the major items – the specifications for new motor coaches are a joint effort of operating, maintenance and purchasing departments. Like other expenditures that exceed $3,000, contracts for buses are made after obtaining formal bids.

Fuel and lubricants are purchased on a minimum three year contract; tires are furnished on a service rental agreement based on a cost per mile, issued for a minimum of five years.

In addition, the department carries 8,000 items in stores. Of these, 5,000, with a unit value of 50 cents or more, are controlled by posting of issues and receipts in a kardex file, with cards being forwarded to the purchasing division when the stock needs replacement. Issues are charged to the type of bus they are used on, giving accurate maintenance costs of various models.

Items under 50 cents are not put through the card system, but are checked to keep the supply at proper level.

As to variety, Beebe can report a wide range, including tickets, transfers, coin wrappers, money changers, mechanics’ clothing, cleaning compounds, machine tools and office supplies.

A “master shopper” since 1929, Beebe joined Key System Transit Lines in 1947. The personnel in his department have an average of 17 years of service, with E. V. Johansson at the head of the list with 35 years.

ACTIONS OF THE BOARD

At an adjourned regular meeting Jan. 27, 1965, the Board of Directors:

- Authorized Purchases and Stores Manager to participate in regional conference of American Transit Association, on motion of Vice President McDonnell.

- Authorized General Manager to investigate feasibility of installing two-way radios on district buses, on motion of Director Bettencourt.

- Commended Director Copeland for faithful and devoted service as President of Board during 1963 and 1964, on motion of Director Warren.

- Declared intention of the Board that any adjustment in compensation of General Manager will be retroactive to January, 1965, on motion of Vice President McDonnell.

At the regular meeting, February 10, 1965, the Board of Directors:

- Authorized General Manager Hensel to represent the District at the funeral of Jesse Haugh, former president of Key System Transit Lines, on motion of Director McDonnell.

- Authorized expenditure of up to $800 for engineering and testing program of two-way radio equipment on buses, on motion of Director Copeland.

- Increased budget for evaluation of claims department operations to $2,000, on motion of Director Rinehart.

- Recommended to Toll Bridge Authority that it take early action to facilitate construction of one of the proposed additional bay bridges and approve recommendations of their engineers as to which crossing has priority, with provision that rights of way for both crossings be defined and protected, on motion of Director Warren.

- Commended Operator Donald Boyer for action in handling unruly students on bus, on motion of Director McDonnell.

Committee Named to Study Legislative Actions

A special committee has been appointed by board president William H. Coburn to review State legislation and discuss possible changes in AC Transit District law. The committee includes directors John McDonnell, Ray H. Rinehart and E. Guy Warren, with Warren as chairman.