Bay Transit Coordination Study Begins

East Bay and San Francisco Join Rapid Transit
In $792,500 Federal Study; Director Appointed

How existing bus and street car facilities will tie-in with the future rapid transit network became a matter of detailed and complex planning this month with the launching of a joint $792,500 study.

Named as project director was E. Sam Davis, who took a leave of absence as AC Transit director of research and planning to head up the program on coordinating East Bay and San Francisco service with Bay Area Rapid Transit.

Appointment of Davis was announced by the project's board of control, made up of the general managers of the three agencies directly involved: K. F. Hensel of AC Transit, B. R. Stokes of BARTD and James K. Carr, representing the San Francisco Public Utilities Commission.

Cost of the study will be paid by the local agencies and by the U.S. Housing and Home Finance Agency, which approved demonstration grants totaling $528,332 to help in establishing a practical and efficient method of coordinating existing surface transportation with the rail system.

The year-long study is expected to develop a pattern that will affect millions of riders and taxpayers in Alameda, Contra Costa and San Francisco counties.

The project also will serve as a showcase for other metropolitan areas throughout the nation engaged in similar concepts of how to effective-

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Federal Grant Helps Finance Project

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ly coordinate surface and rapid transit operations.

Davis, who has over a half-century of experience in transportation management and operations, is a recognized expert within the industry and was a unanimous choice of the three agencies for director.

He said the project would include planning of local service routing that would “feed” passengers to rapid transit stops, the setting up of fare and transfer structures, expediency in handling transferring passengers, and effects of the coordination and means of promoting use of the service.

Davis has a background of practical experience covering all phases of urban and interurban movement of people, including actual working knowledge of problems involved in meshing the operations of different systems.

He entered the transit field in East St. Louis, Ill., in 1914 “on foot” after walking through rain to apply for a job with the local street car company.

Davis, who lives with his wife, Ruth, at 17849 Carmel Dr., Castro Valley, figures he probably got his job because he used the time waiting for his interview by pressing his wet suit on a work bench.

He won his first post as transportation superintendent a number of decades ago, sticking to hard work, long hours and “figuring better ways to do things.”

After directing local and intercity transportation in the vicinity of East St. Louis, Davis became transportation superintendent for National City Lines, supervising transit companies in various states and setting up operations for newly acquired systems.

Later, he spent nine years as a private consultant, working in cities throughout the country. In 1953, Davis returned to Key System Transit Lines as superintendent of schedules, taking the post of traffic engineer two years later.

He was named director of research and planning after AC Transit went into operation in 1960.

Engineering firms selected to work on the project include, as primary consultants, Simpson & Curtin of Philadelphia. Working as sub-contractors will be Kaiser Engineers of Oakland; DeLeuw, Cather & Co., of San Francisco, and FMC Corp. of Santa Clara.

A green light on the project was given earlier in the month by Robert C. Weaver, HHFA administrator, who approved the federal grant following extensive discussions between the three local agencies and John C. Kohl of the HHFA Office of Transportation.

The federal grants include $195,866 for a joint AC Transit and BARTD study, and $332,466 for a concurrent joint S.F. Muni and BARTD study which will include a proposed modernization program for San Francisco’s present system.

Bids Advertised for More ‘Transit Liners’ To Improve Service

Bids were advertised this month for another 25 to 30 new buses, which will allow the district to replace most of the older coaches now in use on neighborhood hill routes.

Specifications call for buses seating 45 passengers and 51 passengers. Total cost is estimated at about $550,000.

The coaches will bring the district’s fleet of new equipment up to 376 to 379, well over half of the total line-up of 637 buses. They will permit retirement of some of the 1200 type buses used on hilly lines and school runs, and also add new coaches to basic cross-town operations, as well as free additional late models for peak-hour commute service.

Half of the order is to be delivered by Sept. 30 and the remainder by Dec. 31.

Operator Wins ‘Golden Wheel’ Award for April

Bus driver James O. Perdue, 63, who at one time had trouble getting along with passengers—until some pointed advice from his superintendent put him “back on the track”—has been named “Golden Wheel” award winner for April.

Perdue was chosen for the award for distinguished service by an independent panel of judges, on basis of letters received from passengers on his 23rd St.-San Jose Ave. line.

Frequently he has been commended by riders for courtesy, for looking out for elderly people and those with difficulties, for being friendly and cheerful and for calling out each stop so passengers know exactly where they are.

A driver for 20 years, Perdue admits he once “had a problem” with his work. at a time when he had a lot of personal worries and sickness in his family.

He credits T. V. McLean, superintendent of the Seminary division, for “putting me straight.”

“’He met me at the end of the line, one morning before daylight. He told me if I couldn’t say something with a smile, not to say it at all.

“The last thing he said was: ‘Remember now, keep smiling!’ Boy, I was as mad as a wet hen!”

But Perdue took the advice.

“I’m proud of my job and I get along swell. If somebody gives me a bad time, I remember they’ll be getting off in a few minutes, so why get upset.”

Although it wasn’t considered by the judges in recognizing Perdue’s contributions to the district’s success, the operator is a champion of student riders and conducts his own program of recognizing their “good behavior.”

Perdue, who lives with his wife at 2437 67th Ave., Oakland, is a graduate minister, but has no plans for preaching until after he retires.

The award includes a $50 U.S. Savings Bond, a “Golden Wheel Distinguished Service” lapel pin and award certificate.

Perdue, who likes to “tinker,” is particularly proud of his latest accomplishment, making himself a tooth out of a bit of an old airplane propeller. As he admits, this makes him one operator who can “take-off,” as well as drive off!
TRANSIT FUTURE  — How Richmond Police Department keeps “tabs” on police and fire equipment through electronic tracking system serves as study-model for district communication plans. H. M. Watson, left, electronics engineer, and Police Capt. Earl Fitch, center, discuss details of panel with H. D. White, AC Transit operations executive.

‘All-Systems-GO’ for New Bus Track Plan

AC Transit moved into the electronics field this month with plans for a two-way radio communications and tracking system which would speed up service, while preventing disturbances and hold-ups.

To help finance the system, never before used by a transit property in this country, the district made preliminary application to the U.S. Housing and Home Finance Agency for a capital grant.

With the grant, the district would equip 400 coaches with two-way radios, install an electronic tracking board, and "trigger" operator's money boxes with an automatic signalling device.

Costs were estimated at $436,853, with AC Transit to pay one-third of the cost. The program initially is planned over a two-year period, with half of the units to be installed in the coming fiscal year and the remainder in the following year.

The grant would permit the district to connect its basic fleet with a telephone-type radio system, which would allow two-way conversations between a central dispatcher and one operator, a group of operators or all operators. A separate circuit also would permit operators to talk to supervisors or to each other.

The tracking panel, similar to advanced models used by police departments, would keep an accurate check as to location of all transit vehicles.

The emergency signal device on cash boxes would send a coded signal to headquarters, giving bus number and location in event the box is lifted or moved—an added deterrent to robberies.

In operating situations, including those involved in providing feeder bus service to rapid transit stations, the system would make it possible to immediately turn back equipment, add more buses to a line, reroute coaches and make the best, most effective use of district equipment, the application stated.

Retirement Pins Presented to District Veterans in Appreciation of Service

First official presentation of retirement pins was made this month when the district initiated a program of honoring longtime employees for their valued and dedicated efforts in behalf of the industry.

Mrs. Virginia Gamble of 2014-A Clinton Ave., Alameda, who had worked in the accounting and treasury departments since Aug. 1943—and who wanted to leave quietly without any plaudits—was presented with the pin by General Manager K. F. Hensel.

As assistant to Mrs. Margaret Desmond, chief revenue clerk, Mrs. Gamble issued the passenger revenue reports—converting amount of revenue into number of passengers carried on the district's fleet of 637 buses.

A veteran John J. Jacoby, of 980 Mountain Blvd., Oakland, a bus driver for 39 years, also received his pin from the general manager, with D. J. Potter, transportation manager, adding his congratulations.

Jacoby started as a street car operator in 1925. But two and a half years later he became a steady bus driver. For 33 of his driving years, Alameda has been on one end of the line—most ly Line 51-58 and, for the past 13 years, Line 42.

Jacoby first drove across the old Webster St. bridge on the Alameda-Oakland bus line in October, 1928, then through the Posey Tube when it opened the same month.

But the city has changed so much, according to Jacoby, that when he took a "busman's holiday" to the east end of Alameda recently he "got lost" until he found High St.

Born in Bidwell Bar, Butte County, where his grandfather was a pioneer settler, Jacoby plans to spend his free time redecorating his home and getting back to "taking pictures."

Missing the presentation was Benjamin F. Rawles, who started as a street car operator in 1944 and switched to driving a bus in 1948. Rawles, who moved from 1711 Miner Ave., San Pablo, to return to Mississippi, retired because of ill health.

The pin has the AC Transit emblem in yellow gold, with three diamonds on a white gold plaque.

First official retirement pin presentation is made to Mrs. Virginia Gamble, left, by General Manager K. F. Hensel. Looking on are J. F. Larson, center, treasurer-controller, and W. G. Skilling, assistant treasurer.

Bus Operator John J. Jacoby proudly displays his pin to K. F. Hensel and D. J. Potter, transportation manager.
TO BUS DRIVERS, all is not only "fair in love and war" - but all is fare in the transit business.

For it's the clink of coins in fare boxes that keeps the wheels turning. And it's the proper collection of fares and the handling of transfers, "hat checks," commute tickets and school fares, that keeps the industry running, passengers happy and the driver on the job.

It may mean a swivel head, criss-crossed hands and a fare-structured memory, yet its importance is obvious.

AC Transit's "fare story" is an important responsibility of an operator - and any time it's improperly handled, it's a loss of revenue, frequently a loss of a job.

"Passenger 'Know How'

Perversely, the fare structure, which can be quite complicated, usually is well understood by many passengers, who from long habit, know how to pay their fare; where and how they can transfer - and if the driver makes a mistake.

To see that mistakes don't happen requires training and retraining for veteran operators as well as new drivers. According to Stan Pearce, chief training instructor:

"The fare structure is really easy when you get to know it, but even the old-timers can get confused when they sign on a new line. It's our job to keep them up to date."

For AC Transit, the "fare story" began with a passenger tariff set up by the district, patterned after Key System's transportation experiences.

Transfer Privileges

With expansion has come changes, but the district policy has remained the same: a local rider, after paying his zone fare, can travel to his destination over routes of his choice, up to and including five transfers, as long as he's headed in the same general direction.

Commuters are accorded local bus transit to and from their transbay service.

Operators generally have no trouble with coin collection - the fare is 25 cents or a 20 cent token for the central zone, extending from Carlson Blvd. and San Pablo Ave. in El Cerrito to 73rd Ave. in East Oakland. Additional zones at the edges of the service area require additional 10-cent or five-cent charges.

Problems involve the proper validation of transfers, of transbay or commute tickets and the handling of "hat checks" given for zone identification.

In a recent bulletin to all operators D. J. Potter, transportation manager, stressed these regulations:

1 - Keep the inspection plate - where the fare is dropped - clear.

New drivers learn to do this by tripping the plate with their left hand while making change with their right - a criss-cross, but handy procedure. Operators are not to obscure their vision of the fare box with any object - and the fare box light must be on at night or when it is necessary to see what's been dropped in the hopper.

2 - Validate transfers, and transbay tickets when presented for local ride.

3 - Carry a sufficient stock of tokens and transbay tickets.

4 - See that the passenger deposits a fare - a problem, sometimes, during rush periods.

5 - Turn in tickets validated in error at the end of day's work - and don't resell them.

6 - In event of overpayment or wrong payment, have passenger fill out refund slip immediately and make refund at the time. Especially, do not tell rider to mail it in for refund or present it to another driver.

Student drivers get "the word" on such instructions in classes, in yard tests and on the line with an instructor. But reminders and practice are in order for all drivers and with no complaints of "'tain't fare!"
Operators Off and Rolling in Annual Bus-O-Rama Contest to Pick Top Driver

Wheels started turning—in practice—this month, as district operators went to the starting line for the Bus-O-Rama of 1965, a driving skill contest to again pick the top “Driver of the Year.”

April 1 was set as beginning date for the contest, the deadline for entries from an accident point of view. Operators are eligible to try the obstacle course and demonstrate their skill provided they do not have a “five-point” or more accident after the Apr. 1 date.

Eliminations will begin shortly after schools close for summer vacation and finals are tentatively scheduled for July.

As in the first Bus-O-Rama contest last year, the test on a laid-out course will simulate the same driving problems that exist in regular operations on streets.

Top honors last year went to B.R. McCaslin of Seminary division, who carried off the first place trophy because he drove “carefully, just like on the streets.”

He was awarded a personal trophy, while a perpetual trophy was presented to his division.

Drivers wheeling through the course were scored on skill in avoiding obstacles, smoothness of operation and running time.

The contest was set up by Safety Engineer G. G. Wadsworth to give the drivers a chance to prove for themselves “who is the best?”

New Employees Welcomed to AC Transit

New employees hired in February and March included:

**General Offices**

- **Treasury:** Byron Kunisawa, 1840 Carleton St., Berkeley, part-time vault clerk and Kathryn Kero, 510 Lincoln Ave., Alameda.

- **Emeryville Division**

  Maintenance: William Finkbonner, 1595 Dry Creek Rd., San Jose

  Bus Operators: W. P. Damato, 4609 Nevin Ave., Richmond; F. T. Heaton, 2835 Canterbury Dr., Richmond; M. N. Reed, 140 Forest Side Ave., San Francisco; R. F. Root, 833 Pine St., Martinez; L. W. Davis, 225 Cary Circle, Vallejo; R. J. Shereck, 2420 Stone Ave., San Pablo; A. S. Bell, 531 Valle Vista Ave., Oakland; M. C. McCormick, 3010 Pacheco Blvd., Martinez.

- **Seminary Division**

  Maintenance: Melvin Roberts, 806 Carolina St., Vallejo.

  Bus Operators: P. B. Clark, 2023-B Vicksburg Ave., Oakland; B. Moncado, 3632 12th St., Union City; F. D. Bankston, 6249 Cotton Ave., Newark; D. E. Williams, 1725-H Seminary Ave., Oakland; D. O. Miller, 27467 Manon Ave., Hayward; J. C. Limtiaco, 5370 Nordica Ave., Fremont; J. C. Arriola, 5370 Nordica Ave., Fremont; M. J. Sharpe, 431 Lloyd Ave., San Leandro; J. L. Reading, 683 Memorial Way, Hayward; G. L. Baker, 416 Smalley Ave., Hayward; N. E. Cobb, 3478 Baumbery Ave., Hayward; J. Keli, 9314 Plymouth St., Oakland; R. G. Glasenapp, 2060 96th Ave., Oakland; M. H. Duke, 8061 Greenridge Dr., Oakland; D. W. Matthews, 365 Smalley Ave., Hayward; G. Amato, 1342 Seminary Ave., Oakland; L. B. Milburn, 1548 Green Valley Rd., Danville and J. Sawtell, 2255 Courtland Ave., Oakland.

New 'Stockholders' Write...

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.

... we believe you are deserving of commendation for your service, and more particularly for your courtesy exemplified in your bus drivers. Only once have I seen a discourteous driver and I figure he wasn’t well or had a bad day otherwise ... It is the usual case that your employees are of the finest, most cheerful and courteous man you have in your company who daily meets the public ... Mr. Williams’ unfailing helpfulness to the “grumpy” type passengers on up to the so-called normal type passengers, never fails to amaze me ... that he can roll so readily with the daily tribulations of traffic, weather conditions and the like. Sometimes he even makes me feel glad that I’m going to work, via his bus. Other passengers that I have talked to have stated they let other bus go by so that they could ride on his ... Richard D. Moore, Alameda

Recently I spent some time at a hotel in downtown Oakland. While there I went by bus to ... sanitarium, Alameda ... these drivers were the most courteous and helpful drivers I’ve ever seen. And I’ve seen many of them in different cities. It was heart-warming to see their sincere interest in the elderly women with children, the blind and to strangers ... Miss Bertha Cox, Pasadena

I wish to commend one of your “motormen” for courtesy and thoughtfulness ... I got off ... the bus started up and then stopped immediately. The motorman called to me. He said I had dropped a package. He pointed out it had fallen in the gutter. It was a very small package and I wonder that he even noticed it. I think it was very nice and kind of him to stop and call my attention to it and I wish to thank him ... Mrs. L. C. Stewart, Berkeley

I rode the Richmond 72M bus from Oakland ... this driver was one of the most courteous I have ever seen. He stopped and looked for passengers who wanted the 72 from smaller lines ... Mrs. J. E. Philpot, Oakland
Even after 40 years "on the rails" and almost 30 years away from salt water spray, a sea-faring man never loses that look of far horizons . . .

. . . Which is why C. N. Andersen, of 5841 Estates Dr., Oakland, an active and forceful 82, is about to go down to the sea again.

It won't be before the mast of a sailing vessel, as it was when he first entered San Francisco Bay in 1898. He plans to sail out the "Gate" this time on a passenger cruise to Europe—another highlight in an "Alger boy" career which places him among transportation giants.

Like others who became Key System veterans, Andersen never planned to stay when he asked the late J. P. Potter, Key's first superintendent, for a job in 1907 to placate the girl he was engaged to and who wanted him to give up the sea.

Andersen, who had left his native Denmark at 15 to sail the Seven Seas, thought six months on dry land—and streetcars—would just about do it.

But by 1908, trains had captured Andersen and he moved up the line to become train director, superintendent of transportation and, in 1937, vice president in charge of operations, a post he held until retirement in 1947.

But he has moments to remember.

He recalls arriving off the Gate the day after the earthquake, to hear "there is no more San Francisco." He lost all his belongings in the fire and, by the next year, had traded one form of transportation for another.

Sharing his love of the sea with ferries and trains, Andersen remembers taking the first Key unit across the new Bay Bridge on a sneak preview in 1938; tying up the last Key ferry boat in January, 1939, then officially making the first transbay train trip the next day.

He hired the first women to work on the trains and, when train service ended in 1958, he took the last unit across the bridge.

And now, he's about to get his feet wet again. The sailor has returned—and so are the horizons.

Passenger revenue was down in February compared to the same month in 1964, due primarily to Leap Year which last year contained 29 days. Fare box revenue for the month totaled $390,210, a drop of $31,909 or 3.1 per cent compared to February, a year ago. The district carried 4,196,719 riders, a decrease of 2.93 per cent in comparison to a total of 4,323,521, who rode East Bay and transbay service during the same month in 1964. Commute sales were $165,815 for the month, compared to $166,917 in February, 1964.

The district operated 1,728,237 miles of service, 93,729 miles or 5.1 per cent below the mileage of a year ago. Operational expenses totaled $1,065,561, an increase of $16,900 or 1.6 per cent over the 1964 figure of $1,048,661. Total income of $1,222,618 was sufficient to cover operational figures, as well as equipment renewal and bond debt interest.

Patronage figures for the transit industry nationally indicated a decrease for the month of 5.49 per cent.

Death Takes Early Transit Employees

Fred W. Whitcomb, 91, who started as a motorman in 1913 and retired in 1943, died Mar. 29. He lived at 3737 37th Ave., Oakland.

A fellow motorman, Walter Hardwick, 85, of 473 Walnut Ave., Walnut Creek, died Apr. 10. He entered service in 1917 and was pensioned in 1946. Both had worked at Western carbarns.

Maurice F. Bellini, 88, of 3616 Laurel Ave., Oakland, who went to work as a carpenter at Emeryville in 1908 and later worked as assistant foreman and foreman in the body shop, died Mar. 23. He retired in 1947.

Charles R. Bosted, 77, of 1247 Brighton Ave., Albany, died Mar. 30. He was a bus driver at Emeryville and Seminary before 1956 retirement.
ACTIONS OF THE BOARD

At an adjourned regular meeting March 24, 1965, the Board of Directors:
- Authorized General Manager to execute contract with U.S. Housing and Home Finance Agency regarding demonstration fund grant, on motion of Director Rinehart. (See story, Pg. 1.)
- Authorized General Manager to apply to U.S. Housing and Finance Agency for capital grant to help purchase two-way radio system for district bus fleet, on motion of Director Rinehart. (See story, Pg. 4.)

At the regular board meeting April 14, 1965, the Board of Directors:
- Appointed General Manager to represent district on Board of Control, with Bay Area Rapid Transit District and City and County of San Francisco, in connection with Federal transportation demonstration grant, on motion of Director Copeland.
- Retained Lybrand, Ross Bros. & Montgomery to perform audit for 1964-65 fiscal year, on motion of Director Rinehart.
- Authorized board members to attend regional conference of American Transit Association, on motion of Director Copeland.

March Passengers Break District Record

March winds blew a record number of riders into AC Transit buses, giving the district its highest passenger count in history.

Buses carried 4,892,000 revenue passengers during the month, an increase of 8.8 per cent over the same month a year ago. The previous high in number of riders was reached in Oct., 1963, when 4,835,000 rode the buses during the month.

The new figure tops that count by 1.2 per cent.

Business during the district's third quarter, covering January, February and March, 1965, however, wasn't as brisk. The increase in riders for the quarter was 1.2 per cent, with 13,468,000 passengers carried.

For the fiscal year to date, passenger business is up only 0.5 per cent, based on 39,396,000 riders.