Rider Survey Planned on District Buses
To Launch Transit Coordination Project

The most extensive transit survey in Bay Area history will be made on all AC Transit buses during June to help determine transportation patterns of the future.

The study is an origin and destination survey of adult bus passengers on local and transbay lines.

It will form a basis for the work to be done in coordinating existing transportation facilities with the future rapid transit network.

Conducting the survey will require unusual, but significant cooperation on the part of bus drivers and the public.

The survey will form the initial phase of the Northern California Transit Demonstration Project, established with the help of federal funds, to plan a practical and efficient method of coordinating East Bay and San Francisco service with Bay Area Rapid Transit.

The $792,500, year-long study has as major goals the planning of local service routing to "feed" passengers to rapid transit stops, the setting up of fare and transfer structures, and the expedient handling of transferring passengers.

The survey of AC Transit passengers will be followed by a similar survey of riders of San Francisco Municipal Railway service.

To Find Out How to Get There with AC Transit, Look in 'Yellow Pages'

If you want to know what bus to take, you can find out with fingertip ease from now on—by looking in the "yellow pages" of the new Oakland telephone book.

Inclusion of AC Transit's route description and a two-page route map in the 1965 phone book puts bus information on the "best seller" list, only a flip of a page away from the 450,000 customers who received the new book this month from Pacific Telephone.

Bus information and map is at the beginning of the yellow page section, after the postal zone maps for Oakland and Berkeley. The space, provided as a public service, gives bus data for the same area included in the phone book, from El Cerrito south through Oakland, Alameda and San Leandro.

To give the project a comprehensive "kick-off," all adult passengers on inbound trips will be given a card when they board their first AC Transit bus on the day of the survey.

The card can be returned on the bus or mailed, postage free, if the rider does not have time to note answers to the questions concerning point of origin, destination and modes of travel.

The cards will not call for signatures and will give the rider the preference of using either his address or the near-
State Assembly Committee Affirms Charter Bus Operation by Public Transit Agencies

The right of publicly-owned transit systems to engage in charter bus service was affirmed by the findings and recommendations of a State Assembly interim committee, in a final report issued this month.

Specifically the Assembly interim committee on Public Utilities and Corporations recommended adoption of legislation restoring charter bus operations rights to the Southern California Rapid Transit District, to enable the agency to reenter the charter field.

The committee further recommended the Legislature review its previous policy in prohibiting the San Mateo and Marin Counties transit districts from engaging in charter bus operations.

This same policy question should be raised in consideration of any future legislative proposals to create public transit systems, the committee stated.

The committee made its recommendations to the Legislature after studying the question of competition between publicly owned and privately owned bus companies in the field of charter service.

The hearing was ordered after Governor Edmund G. Brown vetoed a bill passed by the Legislature two years ago which would have banned AC Transit from providing charter bus service.

The committee found testimony was "overwhelming in its opposition to furthering State policy" limiting publicly owned bus companies from charter activities.

Revenue produced from charter operations is an integral part of the balanced budget in most bus firms and to some, constitutes the difference between deficit and operating in the black, the testimony developed.

It also was pointed out that public transit systems, when formed, usually buy out equipment and facilities of a private operator, including charter service obligations, and develop significant revenue sources using otherwise idle buses for charter operation.

The State would render a disservice to the public in prohibiting such service, since loss of charter revenue would work toward increased transit fares, it was argued.

Major testimony from privately owned systems conceded prohibitions against public transit charter operations are inadvisable.

However, public operators, in statements filed before the hearing, urged that legislation be introduced to reduce the tax burden of private bus lines that operate in competition with public ownership companies.

Death Takes Pensioners

George E. Reed, 63, who started his transit career in 1923 as a freight clerk, died May 6 after a long illness.

Mr. Reed, who lived at 3521 Wilson Ave., Oakland, transferred from the freight division to bus driving in 1935 and worked as a dispatcher and supervisor before returning to operating in 1949. He was pensioned in 1963.

John V. Branco, 69, of 1039 Armstrong Ave., Hayward, died May 9. He was a truck and road worker from 1925 until 1943 and filled various shop maintenance jobs at Emeryville and Seminary divisions from 1943 until he retired in 1961.

Michael Burns, 66, 605 Cornell Ave., Albany, who went to work as a motorman at Northern division in 1929 and became a bus driver in 1948, died April 27. He retired Jan. 1, 1964.

Employees to Get Word on 'Easy Savings'

How can you save money painlessly and get a bargain in the process?

Employees of the district will be getting the answer to this question during the next three months, as AC Transit joins forces with the U.S. Treasury Department in stimulating the payroll Savings Bond program.

Department heads met during the month with Mrs. Marianne Weigel, area manager Savings Bonds division of the U.S. Treasury Department, to collect information on the "painless, automatic" way to save—information which in turn will pass along to all workers.

Since the payroll deduction plan for purchase of the Series E bonds started in January, 1962, 383 subscribers, or 26.2 per cent of the district's total employees, have purchased bonds with a maturity value of $583,550—an average total monthly purchase of $15,000.

Nationally, 8,000,000 persons are participating, buying $4,500,000 in savings bonds annually. The public to date has $46,000,000,000 invested in U.S. Savings Bonds, Mrs. Weigel reported. She listed these advantages to the payroll deduction plan:

1—The bonds are safe and secure, because they are backed by the government.

2—They can be liquidated easily, two months after purchase.

3—Bonds have tax advantages, in that there is no income tax on the interest until the bonds have matured. Also, no state income tax need be paid on the interest.

4—They are indestructible, in that each purchase is recorded and the bonds can be replaced, if destroyed.

Besides, Mrs. Weigel pointed out, "You can't spend what you don't have—and you don't miss it."

Transit Workers Added

Workers, hired by AC Transit in April, included:

General Offices
Claims: Virginia Docherty, 317 Hanover Ave., Oakland, secretary.

Treasury: Saburo Nishimoto, 2427 Acton St., Berkeley, cashier clerk.

Seminary Division
Business was brisk during March, with 4,891,881 passengers riding the buses—highest passenger count for a single month in AC Transit history—and an increase of 8.8 per cent over the same month a year ago. Passenger revenue also was up, totaling $1,145,679, an increase of $62,951 or 5.8 per cent over revenue tallied in March, 1964. The count for the same month, both years, included service provided for racing at Golden Gate Fields, Albany.

As first of the central dispatchers, Hawes took over the post April 25, 1943, when it was located above a garage behind Key System offices at 22nd and Grove Streets.

The “system” consisted of eight telephones and, according to Hawes, “we sure got tangled up in that spaghetti.” Two men had the duty, but he took the first shift—a shift he’s retained during the years.

Hawes took a “temporary” job with the Key System in December, 1923, as a street car conductor, switching to bus driving in 1926. Appointed an inspector in 1942 and stationed at 14th and Broadway, he fought the war-time battle of too little and too much before moving to Central Dispatch.

Transit Veterans ‘Hang-up’ Long Career

Transportation careers, which included some firsts, along with years of service, were being wrapped up this month by Ralph E. Hawes, who inaugurated Central Dispatch, and Supervisor Jack Lyons, who took part in the start of bus service across the Bay Bridge.

Hawes plans to let his “itchy feet” start moving next month, ending 41½ years on the job. He and his wife expect to sell their home at 791 Mandana Blvd. and head out in a 30-foot trailer, outfitted for traveling in the United States and overseas.

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Lyons, who lives at 115 Sharene Lane, Walnut Creek, worked his last shift this month, topping off a career which ranged from work as a street car motorman 1925 to 1932; a lay-off during the depression, and a return to the cars and trains in 1935.

When the first bridge motor coach service was inaugurated in May, 1937, he took part in a three-day celebration, driving celebrities from different areas over the span. Then, with top seniority in the newly-formed division, he picked the Line L-Richmond run and inaugurated regular service.

Veteran of submarine duty, World War I and II, Lyons was made a supervisor instructor in 1949 and supervisor in 1951.

Retirement pins also are in order for:

Arthur Moore of 6030 Avilla St., El Cerrito, who went to work as a street car operator in 1928 and became a bus driver in 1929. He worked at both Emeryville and Richmond divisions.

William Dodd, 1837 Ninth St., Alameda, who entered as a street car operator in 1925 to 1932; a lay-off during the depression, and a return to the cars and trains in 1936. He drove out of Seminary and Emeryville yards.

Edward Lee, 1414 86th Ave., Oakland, retired as a service employee from Emeryville Division, after 20 years of service.

FIRST central dispatcher, Ralph E. Hawes plans to sign off at same “old stand.” On receiving end, Supervisor Jack Lyons also plans retirement, ending long career.
Most of the district's bus drivers will be putting it on the line, close to the line, or up to the line — and maybe even over the line — next month as they take part in a "Bus-O-Rama" to pick the top operator of 1965.

Some 650 drivers — including veteran bus-wheelers — had signed up for the driving skill contest by the first week in May, indicating a record turn-out for the preliminary run-offs, scheduled for June 5-6, 12-13 and 19-20.

Finals are set for Sunday afternoon, June 27.

As in 1964, the obstacle course will be set up on the paved parking lot on 8th St., north of Youell Field. But the layout will be different and "slightly tougher."

Operators who have signed entry blanks are wearing green and white buttons, indicating their intention of putting their driving ability into competition to see how they personally stack up against fellow drivers.

They will have the chance to take a coach through seven problems encountered in street operations, but simulated for the "Bus-O-Rama" with a variety of objects, ranging from rubber balls to barrels.

The course itself has been set up differently to make it a little harder to wheel smoothly through, around and over the obstacles, according to Safety Engineer Gordon Wadsworth.

Problem 1 includes a U-turn and a right offset while simulating a narrow street with parked cars.

Problem 2 concerns diminishing side clearance.

Problem 3 covers zig-zagging around barrels as a test in overhang and "cheating" — to show how much space should be allowed in making turns.

Problem 4 is a right turn, with parking lane occupied.

Problem 5 — can you drive an absolute straight line?

Problem 6 is new, representing a railroad crossing (not exempt).

Problem 7 concerns near side loading zone — and the finish line.

Drivers will be scored on performance, elapsed time and smoothness, measured accurately by a decelerometer.

Actual participants will receive shoulder patches to wear on their uniforms, showing they have made it to the starting point.

First, second and third place winners will receive individual, engraved trophies. The perpetual trophy, which has spent the year at Seminary Division, will be "up for winners" again, going to the division represented by the "Driver of the Year."

Organized as a "fun contest," for sport and individual testing, the "Bus-O-Rama" is open to all drivers who have not had a "5 point" or more accident from the April 1 starting date.
Driver Gives ‘Lift’ to Hayward Students

"Bus jockey" for students who ride Line 91-A to Hayward Cal-State, Shirley Gaylord not only "makes the grade" as far as taking a coach to the hill-top campus, he’s made the grade on his own as the kind of driver who likes college kids—and is liked by them in return.

As far as the students are concerned, he gives them a real boost—to their classrooms and to their morale, when the going is tough.

According to the Cal-State newspaper, The Pioneer, he “interests himself in their problems, offers encouragement and lightens their day with a gay and ready joke.”

"He must know a thousand stories and each of them begins and ends with a smile," one student said.

Gaylord, a veteran father as well as a veteran driver, would just say that he likes to "kid around" with the students and put them on their own to make good.

Students add more detail.

When one girl needed a job to stay in school, Gaylord found her one. When a boy arrived without all his registration money, Gaylord—who had never seen him before—loaned him $32.50. He was paid back—and with grateful thanks.

As to behavior, the driver has "never had a bit of trouble. They’re the best bunch of kids I’ve ever seen. Of course, I started off on the right foot, telling them what they couldn’t do, like smoking. We have a good time and a good ride."

Gaylord, 54, lives with his wife, Evangeline, at 15909 Via del Sol, San Lorenzo. He has three children of his own to keep an eye on, Jerry, 18; Gayla, 17, and Tommy, 12. He also has four married children by a previous marriage and 11 grandchildren.

He admits youngsters "can give you a lot of heartaches," but somehow, he manages to keep an even keel—and a happy disposition.

A long-time truck and bus driver, Gaylord went to work for Key System 13 years ago, remaining with AC Transit. He took over the hill run to Cal-State a year and a half ago, activating the campus, along with the students.
Without a toot, Bay Bridge motor coaches rolled past a 28th anniversary this month, clicking off inauguration of the first bus service to San Francisco on May 9, 1937.

Surprisingly, from the viewpoint of the 900,000 riders who now use AC Transit buses to ride to and from the Transbay Transit Terminal each month, the inauguration was not expected to attract commuters. Workers, who now keep some 245 buses whizzing through the terminal at an average of one every 30 seconds during rush hours, weren’t even considered when the original coach service was introduced as a “deluxe express” for benefit of casual riders.

Only a short time before, Key System spokesmen had gone so far as to declare buses “inadequate and impractical” for handling commuting workers. And when they bowed to a demand for coach service on the bridge, it apparently was with the intention of attracting midday shoppers.

The first lines – L (Richmond), N (East Oakland) and R (Hayward), carried through passengers only and no stops were made within 3000 feet of existing transbay train lines – either Key System or Southern Pacific. The coaches operated express and at a set fare, neither accepting nor giving transfers to other Key System service.

No commute rate was anticipated—and some time had passed before the system surrendered to public clamor and established commuter fares, admitting the mobility, attraction and economy of bus service as a transbay operation.

Yet the inauguration was an auspicious occasion, with celebrations, parades and pageantry in Richmond, El Cerrito, East Oakland, San Leandro and Hayward.

Three days in a row, civic leaders and Key officials made speeches and a caravan of buses carried dignitaries across the span for a preview ride. El Cerrito and Richmond had a parade. A band played at San Leandro plaza. Mills College girls posed with the bus at the Wetmore Gate terminal of Line N.

While Line N operated from Mills College, Line L had its terminal at Sixth and Macdonald in Richmond, traveling via San Pablo and University Aves. Line R originated at Pinedale Ct. and Castro St. in Hayward, stopping in San Leandro to pick up additional passengers.

The San Francisco terminal, for almost a year, was on Fourth St., near Mission, where passengers sometimes had to dodge bottles thrown from windows while waiting for their bus. Schedules were simple: half hour service during a brief morning and evening period and hourly service during the rest of the day.

Opening of the Santa Fe terminal on Feb. 1, 1939, gave buses and passengers welcome protection. A $100,000 fleet “of new interurban type buses, powered in the rear,” had been purchased for the service, but operators, who remember them as the “gutless wonders,” soon found them too low-powered for the job.

Somewhat reluctantly bus service continued to grow and expand until, with the advent of National City Lines in 1946, they ultimately superseded all rail transportation across the Bridge.
At an adjourned regular meeting April 28, 1965, the Board of Directors:

- Authorized General Manager to execute agreement with Alameda County for purchase of certain materials and supplies, on motion of Director Warren.
- Adopted resolution authorizing General Manager to execute contract with U.S. Housing and Home Finance Agency for demonstration grant, on motion of Vice President McDonnell.
- Adopted resolution authorizing General Manager to file formal application with HHFA covering capital grant for two-way radio communication system, on motion of Director Copeland.

**Actions of the Board**

**Passengers to Help Shape Future Transit In Extensive Origin and Destination Study**

(Continued from Page 1)

Passengers will be asked to complete one card on each inbound trip. Bus drivers will be thoroughly briefed ahead of time on the procedure, which has been designed so it will not delay service. Each driver will have a survey kit, with cards, pencils and simple instructions “ready to go” on the dates selected for the checks.

The survey is being conducted by Simpson & Curtin, transportation engineers, who were selected as primary consultants for the transit coordination project.

The project, which includes a joint AC Transit and BARTD study and a concurrent S.F. Muni and BARTD study, is under the working direction of E. Sam Davis, who took a leave of absence from AC Transit to serve as project director.

Results will be compared with other studies being made by different agencies on transit patterns.