Liberalized Transfer System to Make Riding Easier for Passengers

Bus passengers will be able to hop off their coach, shop a bit or do errands and hop back on the same line or another line, under a new transfer system planned by AC Transit.

The simple, universal transfer plan unravels the complicated system inherited by the district and makes it easy, convenient and economical for riders to use their East Bay bus network.

The plan, worked out with enthusiastic board approval, continues the basic rule that passengers can travel to a desired destination within a single fare zone, transferring to or from any bus line in a general direction away from point of origin.

The added liberalized privileges will allow riders to enjoy a stop-over or "shop-over" at any point, up to a certain time limit. They then can board a bus on the same line or any other line, at any regular passenger stop, and continue their trip, as long as time, date and direction are valid.

As an example, passengers homebound from a downtown area can get off at a neighborhood shopping district to do errands or make purchases, such as groceries. They then can get back on a bus when they are finished to complete the trip homall for the initial fare.

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TOP DRIVERS and superintendents include, front row, from left: Robert Peacock, Verne Pratt, T. P. McLean of Seminary Division, winner Clifford Gregg, Buck row: N. P. Alevizos, Richmond Division; Richard Haley, Milton Huff, Milton Stubbs, Daniel Small, Calvin Bryant, Dale Goodman of Emeryville Division; Gunter Hentschel.

BUS-O-RAMA

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Over 650 drivers entered the competition, with nine operators and three alternates making it to the finals after preliminary run-offs narrowed the field to top men from each division.

The drivers maneuvered their buses through seven problems simulating actual driving conditions including a zig-zag through a narrow street, squeezing through an opening only two inches wider than the bus, weaving among barrels, stopping for a railroad crossing and running through an aisle of red balls scarcely wider than the rear tires.

If a golf ball balanced on a tee on the dashboard fell, the operator lost 25 points — an apt test of smoothness of operation.

Also competing in the finals, in the order of finishing, were: Calvin Bryant, 659 56th St., Oakland; Daniel Small, Jr., 431 Shore Rd., Pittsburg; Gunter P. Hentschel, 15290 Central Ave., San Leandro; Richard L. Haley, 1748 Sutter Ave., San Pablo; Milton Huff, 2425 Church Lane, San Pablo; Milton O. Huff, 2425 Church Lane, San Pablo.

Alternates included Edward Cordeiro, 1846 8th Ave., Oakland; Kenneth Roming, 2599 Brook Way, San Pablo; William Rivers, 10766 Pippin St., Oakland.

The winners were featured in newspaper, radio and television coverage. Gregg also was honored by station KABL as “Citizen of the Day,” in recognition of “outstanding contribution” for his proven dedication to safe driving.

BOARD APPROVES NEW TENTATIVE BUDGET

Pending Settlement of Labor Contract

A tentative budget, estimated at $15,833,100, has been approved by the district’s board of directors, although expenses cannot be determined finally until a new labor contract is signed.

The preliminary budget for the fiscal year which started July 1 is $400,000 higher than the year just ended, according to Ray H. Rinehart, chairman of the district’s finance committee.

He attributed the increase to a 3 per cent boost in district costs.

No increase in wages is provided in the tentative budget. A final budget will be adopted after conclusion of arbitration proceedings, agreed to by AC Transit and the Carmen’s Union.

Wages, salaries and employee benefits currently account for approximately 70 per cent of district expenses.

The results for the new year are estimated at $13,392,000, representing a one per cent increase. Income from the current 12.5 cent property tax rate is calculated at $2,340,000, leaving a balanced budget.

Transfers to Allow 'Shop-Over' Privilege

(Continued from Page 1)

Passengers will be able to transfer at convenient points — walking a few blocks if they wish — to take the same bus or another bus, as long as they are within their time limit and heading in the same direction.

Lopping off stipulations which have been added to the transfer regulations over the years, complicating it beyond general understanding, the simplified system has been worked out along the district’s philosophy of providing service for the convenience of passengers, making bus travel pleasant and convenient.

The improvements are designed to remove any embarrassing or difficulties from transferring — which the district feels at best, is an inconvenience to riders.

In addition, the “shop-over” will give neighborhood districts transfer advantages similar to that enjoyed by downtown Oakland and San Leandro, with the “shop-a-round” pass, another transfer privilege.

The improvements also will permit passengers to complete their ride on lines having a one-way terminal loop, and make transfers in more convenient locations in certain instances, where short reverse movements are involved.

The simplified transfer system was presented to the board for approval by W. E. Robinson, superintendent of schedules.
Transit operations showed a slight upward trend in May as passenger revenue and the number of riders carried moved the district into the black.

Passenger revenue for the month totaled $1,091,979, an increase of $21,498 or 2 per cent over the $1,070,481 collected during May of 1964. Total riders carried on East Bay and transbay lines reached 4,589,335, an increase of 1.12 per cent compared to the 4,538,537 passengers who rode district buses during the same period, a year ago.

Transbay commute sales continued to gain, with a total of $169,619 for the month, up 1.7 per cent over the 1964 May figure of $166,823.

The districts total income of $1,358,385 was sufficient to cover operational expenses which were up $51,547 or 4.7 per cent over the same month a year ago, as well as provide for equipment renewal and bond debt requirements. The district operated 1,900,576 miles during the month, a decrease of 34,711 miles or 1.8 per cent.

**Welcome Due New Group of Transit Employees**

It was “welcome aboard” time in May and June for these new employees:

**General Offices**

Public Information: Barbara Slover, 100 Monte Cresta Ave., Oakland, secretary.

Maintenance: John McGuire, 1006 Jefferson St., Oakland, electrician.

**Seminary Division**

Bus Operators: T. A. Bodine, Jr., 1900 Seminary Ave., Oakland.


**Buses Help Cerebral Palsy Victim to Go ‘Round and Round’ in Own Chair**

When the wheels go 'round for Gerald Trejo, 25, cerebral palsy victim, it's a matter of private and public determination.

Trejo, who lives with his grandparents, Mr. and Mrs. Alfred Machado at 4034 Masterson St., has proven he can get practically anywhere, by adding wheels upon wheels.

With a wheelchair as his only mobility, he decided if he ever wanted to "go where I want to and stay as long as I want," he would have to try other wheels, with AC Transit.

"I wanted to go places, but it wasn't fair to be asking people to take me—and wait for me. One day a friend and I wheeled down to a bus stop and were kidding about hopping a bus," Gerald explains.

"Then I thought, 'Why not try?' He went along with me and the next bus that came along, we got aboard, with the wheel chair, and rode five blocks. Then we 'walked' back. That broke the ice. The next week, I went down town. And I've been going since."

Gerry is a constant user of district service, especially to his job in the workshop for handicapped persons at the Cerebral Palsy Center, 4500 Lincoln Ave.

He waits for a Line 57 bus at 39th Ave. and MacArthur Blvd. and if it's crowded or has a woman driver, he lets it go by. Otherwise, he wheels up to the door and asks the driver to take his token. Then he pulls himself up the steps by the bars alongside the door. The driver, or sometimes a passenger, puts the chair on the coach and Gerry holds it beside him.

He reverses the process when he gets off, making a transfer the same way at Coolidge Ave. and MacArthur when he boards Line 15-A to go to the Center.

According to personnel at the center, where Gerry has been going since it was incorporated in 1949, he's a whizz on wheels and they're never sure when he's going to come rolling in "in over-drive."

He's found bus drivers and passengers helpful and friendly — "they like to kid me" — and he's found independence and an outside world. Imperfect control of his muscles hasn't dimmed a sense of humor, interest in things—or his courage.
Cable Cars & Buses

Camera records 65 years on Washington St. and transit from rigs to horse power

A rare photograph of Washington St., taken when the downtown Oakland thoroughfare still was “zippered” with a cable car slot and banded with overhead trolley wires, was discovered this month by one of AC Transit’s venerable veterans.

James C. McBrien, 87, of 5425 Thomas Ave., Oakland, went to work on the third Key System ferry boat, the “San Francisco,” in 1905, and retired as a chief engineer in 1940. He found the yellowed photo in a trunk, adding it to other historical pictures he has given the district.

Although similar to other photographs of the 1898-1902 era, it presents a new view of Washington St. to railway historians.

According to Vernon J. Sappers of the California Railway Historical Society, the photograph shows a car of the Oakland, San Leandro and Hayward line at 11th Street, at a period when it was sharing common rails with the Piedmont and Mountain View Railway and the 14th Street Railroad.

The old Oakland City Hall stands pleasantly at the head of the street, at 14th. Horse rigs were the order of the day, but the age of electricity had begun.

The Consolidated Piedmont cable, trying to meet the new era, had put up wires and tried to operate both cable cars and trolleys. But, scorched financially by electric power, they sold out to Piedmont and Mountain View in 1895.

Two years later, both the Piedmont and the 14th Street lines were acquired by the Realty Syndicate, part of the consolidation which resulted in formation of the Oakland Transit Company — the parent of the AC Transit of today.

The Oakland, San Leandro and Hayward line, last to be brought into the fold in 1901, used the rails on Washington St. as far as 13th St., where the line turned right, wound around a bit to reach East 14th St., to continue its journey to Fruitvale, Fitchburg, Elmhurst, San Leandro and Hayward, an epic journey and epic line.

Appreciation comes to AC Transit from many places — including, in this case, Japan. The postcard, translated by an employee, came from a young visitor whose camera case, containing film and Japanese currency, was returned by Martha Nielsen, lost property clerk.

“On April 20, I received my things which you so kindly forwarded to me. These are the items I lost on one of your buses last April. Because my English was poor, I was unable to inquire about these things at that time. I never dreamed that they would be returned to me, all the way to Japan. I want to thank you very, very much for your courtesy. At the present time in my own area we are getting busy with our farm work. I was one of the young Japanese farm trainees who, last April, spent about a month in Oakley at the Emerson farm studying your country’s modern farming methods. I have now returned to Japan. With the knowledge gained in your country, I hope to do all I can to help improve Japan’s agricultural techniques.

Sincerely,

Seiichiro Seki”

Satisfaction for other service was detailed during the Northern California Transit Demonstration Project survey:

“I am taking this opportunity to tell you how wonderful AC Transit is... drivers are always courteous and obliging... I have yet to see one unpleasant incident... passengers are all so nice to each other... I feel safe.

A very satisfied rider”
At an adjourned regular meeting June 23, 1965, the Board of Directors:
- Approved an interim estimate of operating revenue and expense for fiscal year 1965-66, on motion of Director Berk.

Transit Veterans Off
For the Near and Far

After 42 years behind the throttle and the wheel, M. P. "Sammy" Samuelson has "blown the whistle" on regular transit work to go traveling on his own, in a camper-trailer.

Retiring effective August 1, Sammy and his wife have left their home at 2501 67th Ave. to start wandering, following the beckoning call that took him off the farm and into transportation in 1923.

Always a "Casey Jones," Samuelson started as a street car conductor, made it up to front as a motorman, then switched to the trains at the Key System pier.

Starting as a brakeman in 1926, he again worked his way forward to the cab, working all the Key train lines before moving briefly to buses in 1941.

He went back to the trains to instruct wartime motormen, returning to driving in 1948, working out of Seminary Division.

Also retiring from Seminary Division was Ernest Rundquist, 2232 San Jose Ave., Apt. 3, Alameda, after 20 years as a maintenance mechanic.

George Medeiros, 1051 Donovan Dr., San Leandro, who started at the Oakland yards in 1941, retired as a service employee from Emeryville.

Eniar Thorstensen has left the night shift in the maintenance department at Emeryville Division to move to Norway with his wife, Verna and son. A surprise send-off from fellow workers featured a cake "designed somewhat like a ship" and coffee.

Counting the days, with crossed fingers, before a long planned air hop to Europe is Mrs. Eida Stegmiller, secretary to Joe Enos, maintenance superintendent at Seminary.

She and her husband, Lawrence, plan to leave the end of next month for a look at England, Paris, Switzerland and Italy.