Development was underway this month on a new concept in area transportation, an articulated bus which will carry as many as 75 passengers.

Experimental use of an articulated coach was approved by the board of directors to boost transit performance and attract new riders.

The engineering firm of DeLeuw Cather & Co., was engaged to develop the bus at a cost of not more than $35,000 and to have it ready for public demonstration and use by March.

The firm purchased a used articulated bus from Continental Trailways for $10,000 and delivered it to Crown Coach Corp. of Los Angeles, where engineering work is underway to adapt the vehicle for transit use.

The bus will be first operated over transbay and East Bay express lines.

The present heavy seats will be replaced with comfortable, but lighter models. Fuel tanks will be relocated, an automatic transmission installed, and a new engine will be installed to furnish more power at less weight.

General Manager K. F. Hensel said the opportunity to explore and examine the articulated unit is a new approach to the bus-train concept, whereby commute services — including a far greater number of seats per schedule — are offered by a high capacity vehicle.

The bus, which “bends in the middle” for high level viewing and incorporates an improved type of suspension to absorb road vibrations — resulting in a superbly smooth ride, Hensel said.

The rear axle steers with the front axle, permitting shorter turns and improved maneuverability. Although the bus would be able to operate on virtually any line, its size — 60 feet long and eight feet wide — and its ability to pick up more passengers at
Supervisor Heads Project To Raise Funds

A. P. Noorda shows he can still run a sewing machine - an activity which paid for a Mormon chapel.

What may look like a sack full of trash to someone else is really a "square" of success to Supervisor A. P. Noorda - the burlap expert of San Leandro Second Ward, Church of Jesus Christ of Latter Day Saints.

After long years of holding two jobs - bus driver and supervisor during the day and operator of a doughnut shop in San Leandro in early morning and at night - Noorda finally attained a goal in 1962 that he had been looking forward to for 1 1/2 years.

He sold the shop and for one month relaxed in the luxury of leisure time while working only for AC Transit. Then he got a call from his bishop.

An active member of the Mormon church, Noorda was asked to head a project of turning out 8-foot burlap squares used by Safeway Stores to haul trash.

The goal was a simple one in the Mormon faith. The ward had built a new chapel at 139th and Bancroft Aves. Before the building can be dedicated, it must be paid for - and this was one suggested way the ward could raise the necessary $100,000.

Using an old loft at 9838 Gould Ave., and equipment they put together themselves, volunteers from the church donated three hours a week to cut burlap obtained from India and sew them into the right sized squares. Noorda, as building fund chairman, averaged four nights a week and a Monday morning shift at the project... along with a lot of personal phone calls and transportation runs.

But after two years under his chairmanship, the goal was reached. The project now is being run by San Leandro First Ward, which shares the new building and must complete its fund raising before the joint dedication.

Noorda, former bus driver in Salt Lake City, went to work for Key System in 1939 and has been a supervisor since the latter part of 1941, including a wartime stint at keeping things rolling at Richmond shipyards.

He still hasn't found a "life of leisure" however, at his home, 99 Harlan St., San Leandro.

He's now president of the Elder's Quorum and as such keeps a group of about 80 men active in the work of the church, including caring for the needy, job placement, and lending a helping hand wherever needed.

Wage Boost Voted for Non-Union Workers

Non-union employees of AC Transit will receive a four per cent wage increase, beginning Jan. 1. Directors voted the salary boost for approximately 175 supervisory and clerical workers. It will add about $48,000 to district expenses for the year.

Other benefits, including welfare, pensions, holidays and vacations are expected to be covered at a future meeting.

Board President William H. Coburn, Jr., said during board discussion that the increase should at least equal the final wage offer made to union members before recent negotiations over a new labor contract went to arbitration. The offer called for a 3.65 per cent boost during the first year of the contract.

The arbitration board awarded over 1200 members of the Carmen's Union a 5 per cent increase each year over the two-year life of the new contract, plus fringe benefits.

John F. Larson, treasurer-controller in the district, said the increase was being added to October checks and a separate payroll was under preparation covering retroactivity of the award to June 1.
Our '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.

I would like to congratulate you on your ability to choose men in your organization . . . I had the real pleasure of traveling with one of the finest drivers or employees of a company that I've ever met (George A. Walden) . . . he was almost unbelievably polite, nice and courteous to myself and others on the bus . . . I know that in hiring people for a city or large organization like yours, it is certainly wonderful to find a man like this to be an employee.

Dr. Lloyd Chapman, Mayor
Clyde Hill, Washington

* * *

. . . I bought each of us a Sunday and holiday fun pass! We left home at 9 a.m. and did not return home until 9 p.m., 12 hours of so much fun and we both enjoyed it more than words can express. The bus drivers were all very courteous to us, and helped us route our trips of interest. I think this is wonderful of your company to provide customers with such nice trips all day long for 80 cents apiece. My friend and I entered 13 different buses on our 12 hour trip. That was 26 rides altogether and only cost us $1.20 . . .

Mrs. Terry Anderson
Oakland

* * *

. . . I have been riding the 31 Express daily since it began . . . a blind man rides the bus I take every morning. Recently, while the streets were torn up in Oakland, the driver (Vivian Martin) got off the bus and helped the blind man to the sidewalk as she could not drive to the curb . . . she is helpful and courteous to everyone.

Mrs. Helen A. Shepard
Richmond

* * *

My husband and I have neglected the two years that we have been residents of the Montclair area to tell you how much we have appreciated the service and courtesy of the drivers on the 59 run. With regret we find that operator 1612 (Robert Freeman) will no longer be driving the 59 . . . his courteous, pleasant manner was particularly outstanding and will be missed by a number of the passengers.

Mrs. William Gorski
Oakland

* * *

I would like to call your attention to the driver (E. W. Luttrell) on the 57 line . . . his concern for very small children who set out to “explore” should be commended. He stopped his bus and “ordered” a 2½-year-old, who was dangerously riding on top a small fire truck on the street, to go back home. His voice was firm, but kind and “Little Johnny” moved to the comparative safety of a curb.

Mrs. Alice Rouleau
Oakland

A Fond Farewell

Retirement With International Flavor

The good-byes were in three languages, but the sentiment was universal as two veteran parts clerks were given a send-off “to remember” as they took the pension trail.

Returning from vacation for their official Oct. 1 retirement, Gaston P. Salles and Erik V. Johansson were met with a round of festivities held at the Emeryville Division, but participated in by purchasing and stores; the main­tenance departments of the three di­visions, as well as friends from the transportation section.

The men first were taken to lunch by John Krajar, stores supervisor, and Victor McNeely, stores room foreman. They returned to a gathering of fellow workmen and to the official presenta­tion by Krajar of their gold and dia­mond studded retirement pins.

Johansson, who lives at 489 West MacArthur Blvd., Oakland, then was presented with a gold wrist watch, while “Sy” Salles was given a fishing outfit, including a reel of French make.

Johansson, who played the flute in the Swedish army before he came to this country in 1928, expressed his thanks in both Swedish and English: “I thank you very much. I’ll treasure it all my life.”

Salles interpreted the French di­rections on his reel, and added: “Thank you very much for this won­derful rod . . . I think I’ll go fishing next week. I don’t know where they are, but with this, I’ll find them.”

McNeely took over at cutting a large cake — enough for the “whole gang” able to be there.

Salles, who lives at 1624 Curtis St., Berkeley, went to work as a stock clerk in 1945 after he lost his right hand in an accident which ended his career as a baker.

He compensated for the handicap by becoming a champion in the field of growing roses and making a sweep of trophies and ribbons to prove his abilities.

For Johansson, retirement will be a chance to again practice on the flute . . . and to catch up with maintenance about his home and family life.

He went to work in 1929 on the street cars; later he became foreman of trains at the Oakland yard. He moved to stores in 1938.

EVERYBODY had cake — and ate it, too — at party for Erik Johansson, left, and Gaston Salles. Victor McNeely cuts the first slice, while John Krajar watches the distribution.
FIRST PINS for giving more than their share to the United Crusade are presented by W. G. "Bill" Skillings, assistant treasurer, to bus operators Samuel L. Morgan, Jr., center, and Carl B. Miller. Watching is L. V. Bailey, president of Carmen's Union, which is joining in the drive.

‘Fair Share’ Crusade Plan Takes Fire

If an unusual number of employees were wearing a "red pinned" look this month, credit might be given to two bus drivers whose dedication to "doing what I can while I can do it" launched the district on its drive for 100 per cent participation in the United Crusade.

Carl B. Miller, of 5260 Sunset Dr., El Sobrante, operator at Richmond Division, and Samuel L. Morgan, Jr., 1537 Henry St., Fairfield, driver at Emeryville, gave their "fair share" — an hour's pay per month — during the past year, then upped their pledge for this year. As guests of honor at the luncheon which kicked off the drive, the operators were presented with the first "Fair Share" pins awarded to bus drivers whose dedication to "doing what I can while I can do it" resulted in an 800 per cent increase in "Fair Share" givers over last year.

Other workers followed their lead, with the result AC Transit employees recorded a 900 per cent increase in "Fair Share" givers over last year. The district also topped its quota.

As guests of honor at the luncheon which kicked off the drive, the operators were presented with the first red "Fair Share" pins awarded to district employees. Pins also were given to others who pledged 12 hour's pay last year.

As the drive rolled into high under direction of W. G. "Bill" Skillings, assistant treasurer, an additional supply of pins was obtained for new "Fair Sharers," who included:

Executive and General Offices

Emeryville Division
Transportation: J. D. Goodman, G. L. Modjeski, Joan Bonnetta, Donna Billings.


(Continued from Page 6)

Transit business picked up in August after a summer lull, with both revenue and the number of passengers carried showing an increase over the same month in 1964.

Passenger revenue for the month totaled $1,039,141, a boost of $24,574 or 2.4 per cent over revenue of $1,014,567 tallied in the books for August a year ago. Transbay commute sales totaled $181,113, up 7.7 per cent over the 1964 total of $168,216.

Number of riders carried during the month on East Bay and transbay lines reached 3,959,798, up 2.13 per cent compared to a year ago. The transit industry nationally indicated a passenger increase for August of 1.03 per cent.

Operational expenses totaled $1,173,163 and included increased labor costs resulting from a recent arbitration award. Expenses were up 11.2 per cent over the August, 1964 costs of $1,054,869. The district operated 1,880,033 miles of regular service, an increase of 43,101 miles or 2.3 per cent over a year ago.

Total income of $1,297,982 was sufficient to cover operation expenses, amortization and depreciation, but was not sufficient for bonded debt requirement. The month's operation resulted in a deficit of $58,918.

(Continued on Page 7)
ACTIONS OF THE BOARD

At an adjourned regular meeting Sept. 22, the Board of Directors:
• Authorized district representation at October annual meeting of American Transit Association, on motion of Director Copeland.

At the regular meeting Oct. 7, the Board of Directors:
• Authorized discussion with City of Hayward on effect of widening Mission Blvd. on district owned property, on motion of Director Copeland.
• Extended retainer agreement with DeLeuw, Cather & Company for 12-month period, on motion of Vice President McDonnell.
• Authorized extension of Line 69 in El Sobrante upon completion of necessary street improvements, on motion of Director Bettencourt.
• Denied request for special off-route school service between North Oakland and Bishop O'Dowd High School, on motion of Director Bettencourt.
• Engaged DeLeuw, Cather & Company to develop experimental articulated bus on motion of Director Bettencourt. (See story, Page 1.)

Articulated Bus Readied for March Preview

Continued from Page 1

a single stop, initially makes it especially adaptable to commute or express service.

The bus also will make better use of road space, an attraction during crowded traffic conditions.

Hensel termed the experiment a "feasible and forward looking effort to develop bus service and increase patronage – one of many steps being considered which have potential of bringing benefit to the district."