First Report on Travel Survey Confirms

Big Commuter Use of AC Transit Buses

AC Transit buses are preferred by nearly half of the East Bay commuters who travel to and from San Francisco during peak hours.

Most of these passengers have at least one car. Some of them - 20 percent - drive to bus stops to board their coach.

The fact that they choose district buses demonstrates the capacity of fast and convenient transit service to attract commuters traveling considerable distances - even when they have an option of using an automobile.

These points were among findings developed from the most comprehensive public transportation study ever undertaken in the Bay Area.

From this composite picture, developed by computer analyses after a comprehensive travel inquiry, has emerged characteristics to determine the ultimate transportation market and plans for the future coordination of AC Transit, Bay Area Rapid Transit and San Francisco Municipal Railway.

The rider survey formed the initial phase of the Northern California Demonstration Project, established with the help of federal funds, to plan a practical method of coordinating East Bay and San Francisco service with rail transit.

AC Transit patrons cooperated in the study last June, by answering questions concerning trip origin, destination, time and purpose of travel and automobile ownership. A similar survey also was made among riders of Muni service.

More than 250,000 passengers were

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Transit Survey Reveals 'Park-n-Ride' Popular Among Transbay Bus Commuters

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Interviewed and an "amazingly high" number of 125,626 returned their questionnaires. John Curtin, of Simpson and Curtin, transportation consulting firm conducting the survey, said the response was over 50 percent — and only 20 percent was needed for a good cross section.

Among AC Transit riders, the results were even better, with over 60 percent answering questions which will help develop a pattern of routes and services of the future, including feeder bus operations to connect with BARTD facilities.

The data revealed that 23,600 East Bay residents travel via AC buses to downtown San Francisco.

Oakland Lures Shoppers

Downtown Oakland attracts 21,928 transit riders. Significantly, nearly 11 percent of East Bay Transit riders are shoppers, as compared to only 3 percent who travel to San Francisco on shopping trips.

In the East Bay, 60 percent of district passengers are using local service to get to and from work. In addition to shoppers, over 13 percent are bound on personal or business errands, and 4 percent are traveling for recreation.

Of the transbay riders, nearly 80 percent are going to work.

Although AC Transit coaches comprise only 3 percent of the total transbay vehicular traffic, they carry nearly 45 percent of the travelers into downtown San Francisco.

Kohl Named to ATA Post

John C. Kohl, assistant administrator of transportation for the Federal Housing and Home Finance Agency, who worked closely with Bay Area transit groups to develop the federal sponsored Northern California Transit Demonstration Project, will leave his governmental post on Jan. 1 to join the American Transit Association as executive vice-president.

Golden Wheel Winner

CLINTON DRYER, National Safety Council official, left, presents Golden Wheel Award to Operator Joseph Ostle. D. J. Potter, transportation manager, adds his tribute.

Joseph I. Ostle, 59, driver at Seminary division, was wearing a new pin this month as December winner of the "Golden Wheel Award for Distinguished Service."

A panel of judges named Ostle for the honor, paying tribute to the driver's humanitarian efforts in behalf of passengers and his contributions to the district's efforts of improved customer friendliness.

Other judges include L. V. Bailey, president of the Carmen's Union, Di vision 192, and Harvey Scott, president of the district's advertising agency.

Ostle's picture, with brief details of the basis for the award, was posted in 10 king-sized advertising frames on district buses. Photographs and stories also were used by newspapers.

The judges said Ostle had been nominated by letters submitted from inside and outside the district.

The driver twice has planned birthday parties for a former young commuter, Michael Mitchener, 2, and, with other drivers, has devoted considerable time to Harry Cordellos, blind San Francisco youth now completing studies at California State College in Hayward.

A former gold miner in Lead, S. D., Ostle went to work for the Key System in 1942. He served overseas in the Pacific area with the Army in World War II, returning to the street cars at war's end. Ostle switched to bus driving in 1948, worked on the trains as a conductor from 1952 to '58 and then went back to driving a bus. He lives with his wife, Anna, and a son, Joseph, 14, at 4433 Brookdale Ave., Oakland.
Passenger revenue and the number of riders carried during October showed a decrease compared to a year ago.

Revenue totaled $1,127,963, a decrease of $6,160 or 0.5 percent below the $1,134,123 collected in October, 1964. The number of riders carried on East Bay and transbay lines totaled 4,629,404, a drop of 3.92 percent below the 4,818,397 who used AC Transit buses in the same period last year.

Transbay commute sales showed a drop of 0.9 percent, with a total of $182,573 compared to the October, 1964 figure of $184,164.

Operation and maintenance expenses totaled $1,170,991, an increase of $80,053 or 7.3 percent over year-ago costs of $1,090,938. The district operated 1,947,238 miles of regular service, a decrease of 19,424 or .99 miles below a year ago.

Total income of $1,382,375 was sufficient to cover operation expenses, amortization, depreciation, and bonded debt requirements. The month's operation resulted in a net income figure of $28,969. For the first four months of the new fiscal year, however, the district operation has totaled a deficit of $130,215.

**Emeryville Driver Dies after Short Illness**

Bus driver Thomas R. Kenny, one of the long-time operators at the Emeryville division, died Oct. 25 — on his 39th birthday. The driver, who resided at 465 Edwards St., Crockett, had been on sick leave three weeks.

Mr. Kenny entered service in December, 1957, and had worked since that time out of the Emeryville division.

He is survived by his wife, Teresa, and four young children, Pamela, Muriel, Dennis and Thomas.

Funeral services were in Crockett.

**Christmas Bus Carries District’s Cheery Greetings**

The district’s “Season’s Greetings” sparkled on major East Bay and transbay lines this month, carried by a sky-blue bus transformed into Santa’s sleigh.

The bus continued a three-year tradition of expressing, to all residents, a happy holiday wish.

It was operated in regular service, startling some riders who didn’t expect to climb aboard a decorated bus for a routine journey.

A number of others, however, kept tabs with Transit Information and made special trips to give themselves, as well as youngsters, the fun of riding a make-believe sleigh.

Although regular operators were at the wheel, the district’s own St. Nick, Nicholas P. Alevizos, superintendent of the Richmond division, rounded out 35 years of playing Santa Claus by riding the bus during the pre-Christmas period.

Helping him out was another Santa from district ranks, Fred Clarrage of the Claims Department.

The bus was a tribute to a special effort, on the part of district workers. Painters gave the coach a metallic blue background, with silver stars of different sizes and a yellow moon. Cut-outs were made of Santa in a sleigh and teams of reindeer, light in billowing clouds. They were painted in oils by Richard Jerome, 46, of 41615 Carmen St., Fremont, maintenance clerk at Seminary division.

A former professor at the California Chiropractor College and a one-time "pro" at baseball, football and fighting, Jerome turned out a professional job of art, although he hadn’t “dabbled in oils” for 15 or 20 years.

The sleighs and reindeer traveled down each side of the bus, while “Season’s Greetings” twinkled from the front and the rear.

The bus was assigned to each division, to operate on different lines and to make trips to the Transbay Transit Terminal, where the sleigh — and St. Nick — added a bit of cheer for commuters.

The traveling sleigh also took part in community festivities.
Think you have traffic problems now? Early photographs, published in a recent issue of "Truck Power," indicate Chicago had a bit of congestion in 1910, before the days of stoplights. The magazine, published in Detroit, identified the photo above as Dearborn and Randolph Sts., where tie-ups like this were frequent. Below, "horsepower" effectively blocks South Water St.

It's Goodbye to Work—and End of Years Of Transportation—for District Veterans

The end of the year also brought an end to long years of dedicated work on the part of a number of employees, whose retirement closed a personal era of varied transportation history.

Heading the list of "old-timers" is Leo P. Hahn, 4049 Waterhouse Rd., Oakland, with 46 years of service. A mechanic, Hahn had worked for the last 10 years keeping the machines clicking in the counting room.

Operators who took their pension included:

- Stanley Hergatt, 2004 80th Ave., Oakland, former S.F. "Muni" motorman who came to Key System as a trainman in 1945 and switch to bus driving in 1958.
- Arthur J. Hogan, 1827 33rd Ave., Oakland, another who went to work as a rail operator in 1948, becoming a bus driver in 1948.
- William E. Reid, 2618 65th Ave., Oakland, clocked his time, 21 years, behind the wheels of a bus, before turning in his badge.
- George E. Spomer, 180 Montecito Ave., Oakland, entered as a bus driver in 1944, became a trainman in 1953 and went back to bus driving in 1958 when the trains ended.
- Winthrop Spring, 2548 McBryde Ave., Richmond, was hired as a motor coach operator in 1941, became a dispatcher in 1943, returned to driving in 1945, spent some time dispatching in 1954, then back to driving ever since.

James O. Perdue, the district's Golden Wheel Award winner for April, also has turned in, after 15 years on the 23rd Ave. line.

Perdue, who lives at 2437 67th Ave., Oakland, went to work in 1945 as a rail operator and has been driving a bus since 1948. He has spruced up a home repair shop, but plans eventually to take up a pulpit as a minister.

The maintenance department also lost these veterans:

- Andrew Pavich, 5606 Harmon Ave., Oakland, who went to work as a cleaner at Emeryville division in 1945 and moved to Seminary as a mechanic in 1948. A World War I veteran and Nevada silver mine timber man, he previously was a steel worker on bay area buildings.

- Louis Accomazzo, 108 Echo Ave., Oakland, who went to work as a trackman in 1941, moving up to become a mechanic Class A, and a leadman.
- Louis M. Brown, maintenance foreman at Richmond division. He lives at 631 16th St., Richmond and has a service record dating back to 1945, with 13 years as foreman.

Yuletide Service Hits New Revenue Records

Holiday shoppers boosted the district's revenue to a new record on Dec. 3, with $49,560 collected on local and transbay lines. The previous high was reached on Nov. 5, when $48,264 was tallied.

Increasing use of the intercity express also resulted in a series of new records in November and December. Starting on Nov. 1, when local express lines took in $2,903, revenue has jumped consistently, breaking seven records. The last high, on Dec. 6, was $3,144.
ACTIONS OF THE BOARD

At an adjourned regular meeting Nov. 24, the Board of Directors:
- Authorized Director Copeland to represent the District at annual meeting of California State Chamber of Commerce, on motion of Director McDonnell.

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At the regular meeting Dec. 8, the Board of Directors:
- Approved inauguration of Saturday service on a portion of Line 91 (Castro Valley) and weekday freeway commuter service on Line L between El Sobrante and San Francisco, on motion of Director Bettencourt.

Network Expanded by Fast, Direct Service

Service was speeded up, extended into new areas and boosted by additional equipment this month.

First bus service for the apartment house area west of Lake Merritt was provided by extending alternate day-time trips on transbay Line A to a new terminal at Kaiser Center.

While one trip continues to circle the east side of Lake Merritt to Grand Ave. and MacArthur Blvd., alternate schedules are operating in the Jackson and Harrison Sts. areas, offering direct access to downtown Oakland and San Francisco.

“Freeway Flier” commuter service to the center of Oakland and across the bay also was provided for Castro Valley and east San Leandro residents by extending peak hour schedules on the Line 34 express and transbay Line R over a new portion of the MacArthur Freeway.

Line 34 buses, originating in Castro Valley, were operating via the freeway, cutting 35 minutes from previous traveling time to downtown Oakland.

Rerouting of certain schedules on the R line over MacArthur Freeway from Castro Valley also sliced 15 minutes from commute time.

Local service on the portion of Line 91 operating between Castro Valley and downtown Hayward was increased by extending operations to include Saturdays.

Riding time was shaved for San Pablo and El Sobrante commuters by rerouting half of the service over Eastshore Freeway.