William H. Coburn, Jr., prominent Berkeley attorney, was re-elected this month to a second term as president of AC Transit's board of directors, continuing a brand of leadership which has seen the district continue to grow—in revenue earned and services performed.

Re-elected with him, by the same unanimous choice, was John McDonnell, veteran Oakland businessman, named for another term as vice-president.

A policy of service improvement—which dates back to formation and activation of the district—resulted in another calendar year of revenue and passenger increase—but not in a ratio to match the upward zoom of costs.

"Year-end figures show a revenue increase of 1.07 per cent over the previous year—and a 15.78 per cent boost over the year of 1960, when we went into business," Coburn said.

"Passengers for the 12 months totaled 52,775,800, an increase of .01 per cent over 1964 and a hike of 11.9 per cent over 1960."

In the same 12-month period, the board president pointed out, the operating expenses have increased about 6.5 per cent over the previous year. Since the district began operation in Oct. 1960, costs have increased a total of approximately 35 per cent, he added.

Drivers' base wages, for example, have increased from $2.40 to $3.16 an hour over the five-year period—an increase of 31.6 per cent.

An increase in commute and chil-

(Continued on Page 2)
New Business Sought to Meet Costs

(Continued from Page 1)

dren's fares, effective Jan. 1, was voted only after five months of consideration and ultimate rejection of other alternatives, Coburn said.

"We are confronted with an arbitration award which granted an increase of 6.47 per cent in total labor costs during the first year of a new contract and of an additional 10.3 per cent during the second year, representing $2,202,000 total. We also have the legal necessity to accrue annually nearly $1,200,000 to pay interest and principal on our bonded debt.

This summer it will be necessary to review the district's operating experience and determine what must be done to meet the fiscal requirements for the year ahead, he said.

"We must balance our budgets by generating new business—or by raising fares, curtailing purchase of new buses, or a combination of these."

"We intend to make every effort to increase our revenue—but we have to show a gain in business of nearly five per cent to meet the costs of the present fiscal period alone," the board head said.

Coburn pointed out that the district is actively engaged in stimulating riding, tailoring service to attract new commuters, promoting the "Stop-off and Go-Again" transfer plan as a convenience to all riders including midday shoppers and stressing the advantages of parking the family car in uncongested areas where no expense is involved and then taking advantage of frequent direct mainline service.

In the year ahead, the district expects to make further use of express services and other innovations, such as the articulated bus, to encourage riding, Coburn stressed.

He also revealed the district is busy working with the cities of Oakland and Berkeley to maintain rights of way and an uninterrupted traffic flow during construction of the rapid transit network—a period in which efforts will be made to lessen automobile traffic and parking, while maintaining fast and direct bus service.

It's Been a Long Ride for This Commuter—
Now on 51st Year of Transbay Traveling

When one of the district's most constant riders celebrated half a century of commuting, AC Transit joined in marking the occasion.

On the day R. J. Breuer began his 51st year of transbay travel, he was given a personal send-off by the president of the board of directors, William J. Coburn, Jr., and presented with an album of historical photographs, covering some of the transportation changes he has experienced.

The observance added another event to the memories of Breuer, who resides at 2724 Mabel St., Berkeley. But true to commuting tradition, he still made his usual bus — the 8:43 a.m. schedule on Line G at Grayson St. and San Pablo Ave.

Breuer, 70 this month, has ridden out the entire past of the Key System and the present of the transit district.

As a boy, he remembers the start of Key Route train and ferry service in 1903, although he didn't begin his workday riding until Dec. 26, 1915.

Born in Oakland, on 67th St., he began commuting from 40th St. and San Pablo Ave. When he built his Berkeley home 44 years ago, he switched to the Sacramento Street train. An insurance broker for the past 40 years, Breuer has offices at 220 Montgomery St.

Although he recalls the ferry boats as the most pleasant form of transportation, he also remembers his commute then took 50 or 60 minutes, compared to today's ride of 20 minutes.

He did a lot of reading on the boats, enjoyed the breezy trip and named his summer cabin at Villa Grande on the Russian River after one of the ferries, the "Fernwood."

He also remembers the fogs, the many times the train underpass was flooded with water; other times when power failures brought transportation to a trapped halt.

He recalls the original Key Route pier — and the fire that destroyed it the night of May 6, 1933. He worked late that night and arrived at the Ferry Building to see flames lighting the rainy sky. He got home by taking the Southern Pacific service.

Breuer was on the boat following the Peralta the evening the ferry dipping a bow into the bay, washing passengers overboard. He also "just missed" the Key System's first catastrophe, on Dec. 4, 1924, when a San Francisco-Sacramento Railroad train rammed into the rear of a stopped Twelfth Street train, killing 10 and injuring 30.

In sampling everything that floated or rolled transbay, Breuer has yet to pay cash. He's always traveled on a commuters ticket — and intends to keep right on doing so.
Transit business showed an increase for the month of November—in passenger revenue and the number of riders carried.

Rider revenue totaled $1,077,293, an increase of $61,438 or 6.05 percent over $1,015,855 collected in November, 1964. The number of passengers carried during the month on East Bay and transbay lines reached 4,371,509, a 2.41 percent boost over the 4,268,803 who used regular service during the same period a year ago.

Transbay commute sales totaled $184,141 as compared to sales of $170,250, a 8.2 percent hike over a year ago.

Operational expenses were up 14.15 percent or $146,738, with a total of $1,183,574 for the month. The large increase was attributed primarily to two wage increases granted union workers since November, 1964.

The district operated 1,896,694 miles of regular service in November, an increase of 63,327 miles or 3.45 percent over a year ago.

Total income of $1,316,385 was sufficient to cover operation and maintenance expenses, plus amortization and depreciation. Income did not provide, however, for full bond debt requirements. Deficit for the month totaled $51,800.

**Seminary Drivers Carry Off Honors**

Coffee and doughnuts were a holiday treat for drivers at Seminary Division, who won the safety contest for the month of November with a record of 13,129 miles per accident. The tally surpasses the goal of 12,600 miles per accident. Operators generally were being reminded to “take care” during the wet weather and to perform as “pro” defensive drivers.

**AC Transit Juniors**

The district acquired its first auxiliary this month—a group of youngsters who have dubbed themselves the “AC Transit Juniors.”

The boys, students at Luther Burbank school in East Oakland, formed the club with the idea of helping out the district, while taking trips on different lines.

The “lieutenant” in charge, Howard Thomas, 11, of 6468 MacArthur Blvd., has been fascinated by buses since he was “young”—or at least since the district acquired new equipment.

“When I was in kindergarten, I wouldn’t ride the old buses. I used to walk a mile home from school because I didn’t like those old buses.”

Although Howard sees the club as a “police action,” with youngsters helping to keep order on the buses if it becomes necessary, he admits other club members are more interested in taking trips.

The “Juniors” made one bus excursion to Children’s Fairyland and another to Knowland State Park, but their holiday highlight was a visit to AC Transit’s Seminary Division.

They talked to operators, took a look at the training section, but were most enthralled by maintenance.

They were escorted into the pits to see what a coach looked like underneath. They got a look at the engine compartment. They visited at the machine shop and the stores department.

As a rare privilege, they also were allowed to sit briefly in the driver’s seat to open and close the doors.

The best part of all?

They rode with a coach through the wash racks and had the fun of watching a bus “take a bath” from the inside out. That, in their words, was “neat!”

The club members have been given district emblems—which they carefully have sewn on their jackers. Howard also has purchased his own AC Transit tie-clasp, an initial step toward his goal of becoming a driver.

Already an expert on lines in East Oakland, Howard plans to expand the range of the organization, as well as the membership, after school gets underway.
Drivers Back for Safety Course

IT WAS BACK to the classroom for all of the district's drivers as a safety refresher course rolled into high gear this month at each division.

The program is expected to continue for several months, with approximately 980 operators, in groups of 5 to 8, getting a new look at the principles of defensive driving.

At the same time, drivers will be given a long look at some practical figures - the actual costs of accidents, avoidable expenses which the district faces each year.

The course is being presented by superintendents and assistant superintendents, along an outline prepared by Safety Engineer G. G. Wadsworth. The instructors along with supervisors went to "school" themselves for a refresher before taking over the teacher role for the sessions.

Particular emphasis is being given to the responsibilities of a professional driver who, as a paid "pro," has to accept the fact that other drivers may be inconsiderate, reckless, unskilled, and indecisive.

Operators are being reminded of their responsibility to always think ahead and to prevent accidents, regardless of what the other driver did to cause the incident.

According to Wadsworth, the course is designed to get back to the fundamentals that a defensive driver commits no errors himself and makes allowances for the lack of skill or improper driving practices of the other fellow. He also adjusts his own driving to compensate for weather, road and traffic conditions, and is not "tricked" into an accident by unsafe actions of pedestrians and other motorists.

High cost and high frequency accidents are being discussed in particular, as well as specific types of personal injuries.

Added to the course, for the first time, will be street problems created by construction of the new rapid transit system and the handling of these hazards from a safe driving viewpoint.

The course makes use of slides to demonstrate points covered, and also includes demonstrations on a bus to show correct procedures.

ALL DRIVERS might think they know "how" to adjust that mirror. Les Minear illustrates the safe way for L. R. Thompson, left, and Jackson Davis. He holds on to stanchion, and not the door, to avoid a step fall.
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 service, safety and efficiency demonstrated by AC personnel in each system relationship with our customers.

I want to send you my thanks and appreciation for your good service. I had to go to the bank and stores and what a help it is to be able to transfer and get my errands done. All the business firms and users of the buses ought to thank you. I am one of the elderly ones and do appreciate it (Stop-off and Go-again transfer plan) and want you to know...

Mrs. Rose Knox
Oakland

I would like to... thank the P.M. dispatchers at Division Two for the extreme courtesy they afforded me the evening of October 19 while I was attempting to find a flute for my daughter who had left on one of the buses. They seemed quite busy with all the drivers coming in around 6 p.m., but yet made me feel that trying to find out what bus the flute could have been left on was the most important thing to be doing. I have never seen such a friendly group and again I want to thank you. Incidentally, the flute was turned in.

Lyle N. Yates, M.D.
Oakland

I wish to recommend highly your operator F. M. Tinkham of Line F for efficient, friendly and kindly service. As a local passenger... I saw evidence yesterday of a devoted employee. Here's to more of that kind.

Mrs. Orwell Logan
Berkeley

... I have been a rider on your bus line for many years. Without a doubt, I think Carl Swanson is the most polite and kindest driver on any of your lines... your bus company should be proud and honored to have him as an employee...

William Exley
Hayward

After driving extensively in two major metropolitan areas, Los Angeles County and San Francisco Bay Area, I have found your bus drivers are exceedingly polite and careful... In contradistinction to drivers in San Francisco, they are not only careful and helpful to their fellow motorists in traffic, but have always, in my experience, given the other fellow right of way...

Marisa de Leon Perez
El Cerrito

May it please you to know the courtesy and honesty of your drivers is deeply appreciated... I boarded a bus 18 going east... In a hurry and not thinking, I forgot to pick up the change of a $5 bill. Your operator, B.L. Gehret, kindly handed it to me after other passengers were seated. Please tell him Thank You for me...

Jack Whittingham
Oakland

High Voltage

How to Retire and Keep on the Move

Some people relax into leisure. Gordon M. Robertson, former superintendent of signals and communications for Key System, takes his in high voltage.

He's wired with so many activities, he keeps log books—at least on the intricacies of the circuits that flow around his home at 1278 Excelsior Avenue in Oakland.

Benjamin Franklin invented electricity. Robertson uses it. He has music pouring from an old-fashioned wall telephone, as well as from antique music boxes and modern equipment.

He can light—in the corners of his backyard—lanterns that came from the first Key Route ferry, the "San Jose." He can activate a fountain.

He can give a performance in a basement movie theater, with professional efficiency, as a photographer and projectionist.

When he has a showing, "Robbie" can softly dim the lights. The curtains slide silently open, uncovering his movie screen. Music or a sound track starts to roll.

And Robertson steps into a projection booth to give the full treatment to a film—usually one he has taken.

He might not find much time for his major activities, but... he keeps on the beam now... his own basement movie theater. Photo shows his projection room.

Robertson also maintains an excellent home work shop—700 items, all catalogued, including a time clock. Maintenance work at an apartment house and interest in the California Railway Historical Society can be added to his schedule.

A chance meeting switched him into Key System channels in 1912. En route to get a ship radio operator's license, Robertson met the signal engineer for the Key Route. The pay, 25 cents an hour, sounded better at the Key Route, so "Robbie" went to work, digging a ditch across San Pablo Ave. A signalman, in those days, really started from the ground up.

Before he retired in 1958, Robertson clocked in 42 years in the same room “at the old shop at 40th and Hollis—and what a barn it was, too.

"I think I got any job that nobody else wanted—fires, accidents, derailments. I put more cars back on the track than anyone, I think."

Robertson not only kept the trains running, he "ran" with them to the end, outlasting the street cars and the last bridge trains before he left for what appears on the books as "retirement."

ELECTRICAL wizard of Key System days, Gordon Robertson keeps on the beam now with activities like operating his own basement movie theater. Photo shows his projection room.
What All Employees Should Know about New Health Benefits

What about YOU this month — and your medical care and hospitalization? Benefits are being changed and improved — on a national scale by the government and on an individual basis by the transit district.

To help employees understand what they will receive — and what they must to — Transit Times is listing some questions and answers concerning Medicare. Also included is information on the district's own health benefits.

Q. What is Medicare?
A. It's a new law, blanketing three amendments to the Social Security Act. Medicare, starting on July 1, 1966, will provide basic hospitalization and supplementary medical insurance for nearly all persons 65 or older, regardless of other social security benefits.

Q. What do I do?
A. If you are 65 or older, and a social security beneficiary, you will receive your application by mail. Otherwise, you must apply for the benefits at a social security office. If you want to be eligible when the program begins, you must enroll before March 31. Otherwise, you have to wait two years for benefits and pay more.

Q. Suppose I'm not 65?
A. You should enroll three months before your 65th birthday, so you can receive benefits as soon as you are eligible. Even though you continue to work after 65, you'll be protected with Medicare coverage.

Q. What does Medicare include?
A. The first amendment provides hospital insurance. It will be paid for with taxes, paid by employee and employers equally. Starting with the first pay day of the year, the social security tax paid by you and the district increased 35 per cent to finance the program.

The second amendment provides optional medical insurance. The charge to recipients upon reaching 65 is $3 per month and is matched with another $3 from federal funds.

The third amendment deals with those receiving public assistance, bringing under one program various medical care provisions for the needy. It will be administered by states along with their state and county programs.

Q. Will Medicare cover all expenses?
A. No. Hospital insurance will cover services and care ordinarily furnished for semi-private patients in general hospitals. It doesn't pay for physicians, routine physical examinations, drugs taken outside a hospital, dentist bills, eyeglasses and routine eye examinations, or other special charges.

Medical insurance includes services of doctors and specialists in office, clinic, home or hospital; ambulance service, diagnostic and therapeutic care.

Q. Should I cancel other health plans?
A. No. New kinds of private health insurance coverage will be offered by various carriers to supplement medicare.

Q. Will I automatically get Medicare or old-age benefits?
A. No, you must apply for them at the social security office. You do not have to pass a physical examination to get medicare, and you can continue working, if you wish. You will be eligible for medicare benefits for the rest of your life.

Q. What's going to be deducted from our checks now for Federal Social Security and State Disability Insurance Taxes?
A. For Social Security, 4.2 per cent from first $6,600 earned. Maximum annual deduction, $277.20.

State Disability, 1 per cent from first $7,400 earned, maximum $74.

Q. What about AC Transit's own health benefits?
A. Union members have decided to accept a choice of either the Blue Cross plan, with major medical coverage, or the Kaiser Foundation "J" plan, with comprehensive coverage.

Blue Cross includes basic hospital and medical coverage, plus additional major medical services, whereby Blue Cross pays 80 per cent and the patient pays 20 per cent, up to $10,000 for each major illness.

The Kaiser plan includes comprehensive hospital, medical and laboratory coverage, plus $1000 medical coverage outside areas in which they have hospital facilities.

Cards are being sent to the district's 1250 union workers, asking them to denote a choice of plans. The district hopes to have services in effect by March 1, at which time it is expected the ACT Employees Medical Plan will be discontinued. The present ACT plan was set up by employees in 1946. In recent years, Key System and then the district contributed to the plan.

Under the new health program, the district will contribute $15 per month for each union worker into the Blue Cross or Kaiser plan, boosting the amount to $18 per employee on June 1, 1966. Employees will pay for their own dependents.

Non-contract workers will continue to be covered by plans of Kaiser Foundation or Guardian Life Insurance Company, but starting on January 1, the district also began contributing $15 for each of these employees.

Non-contract Workers Receive Pay Increase

Although new increases in social security taxes probably "took it away" before employees had a chance to see it, the New Year brought a new wage scale to the district's approximate 175 supervisory and non-contract workers — a five per cent boost in salaries, effective Jan. 1.

The increase is equitable to that granted unionized workers under terms of an arbitration award. It adds about $115,000 annually to district expenses.

In addition to higher wages, non-contract workers will receive an additional holiday this year, Veterans' Day on Nov. 11. They also will have improved health, vacation and sick-leave benefits.
At an adjourned regular meeting Dec. 22, 1965, the Board of Directors:
• Authorized Treasurer-Controller to participate as a member of national accounting division of American Transit Association, on motion of Director Bettencourt.

At the regular meeting Jan. 12, the Board of Directors:
• Re-elected Director Coburn president of the Board for 1966, on motion of Director Bettencourt.
• Re-elected Director McDonnell vice president of the Board for 1966, on motion of Director Berk.
• Approved sale of district property to City of Hayward in connection with widening of Mission Blvd., on motion of Director Berk.
• Authorized appeal of Superior Court decision which directed the district to accept advertising from Women for Peace, on motion of Director Copeland.

Transit Rolls Boosted by Additional Workers

Employees hired recently include:

Emeryville Division
Transportation: Marylee Ann Ehnen, 25923 Bryn Mawr Ave., Hayward, junior typist clerk.
Auto Maintenance: Eugene Vea, 2611 Carlson Blvd., Richmond, James McDonnell, 1500 164th Ave., San Leandro, service employee.

Seminary Division

Richmond Division
Bus Operators: E. E. Cooper, 477 Gilcrest Ave., Vallejo; Ray Skinner, 1151 Marionola Way, Pinole; S. E. Anderson, 335 S. 29th St., Richmond; C. M. Howard, 2530 Merritt St., San Pablo; F. L. Farmer, 3801 Solano Ave., Richmond.

Alameda-Contra Costa Transit District
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Oakland, California 94612

Return Requested