The number of passengers carried on AC Transit buses showed a healthy increase in January, even though some fares were raised the first of the month.

Preliminary passenger revenue figures for the month totaled $1,146,300, an increase of $122,700 or 12 percent over the $1,023,590 collected in January, 1965.

Of that amount, General Manager K. F. Hensel attributed 4.6 percent to an increase in riding and the remaining 7.4 percent to higher fares.

Part of the patronage increase was credited to an extra work day, plus relatively better weather conditions as compared to the same month last year.

However, the number of transbay commute tickets collected in January tallied 401,640, a boost of 5.9 percent over the 379,313 taken a year ago.

Riding Increase

A passenger survey of youngsters riding the bus on a school day also showed an increase in children using the system.

The total of 15-cent fares collected on January 21, a Friday, came to 52,889, an increase of 1,004 fares compared to an earlier survey on a clear and warm school day in May, 1965. Revenue totaled $48,333, compared to $41,610 collected on the previous date last year.

Hensel reported to the board of directors this month that January's experience was one of the few times in the history of public transit that adjustments have been made in fares without a corresponding decrease in riding.

East Bay children's fares were boosted from 10 to 15 cents and transbay commute fares were upped 2 cents a ride, beginning Jan. 1, to help offset a $900,000 budget deficit for the current fiscal year.

Cost of Service

The increase was the first in transbay fares since 1955 and the children's fares had been at the same cash rate since 1957.

Hensel said acceptance of the fare hike apparently is based on public understanding that the new rate more nearly approaches the cost of providing a vastly improved service.

The number of transbay commute tickets collected in January, for example, increased 5.9 percent—from 379,313 collected in the same month a year ago to 401,640 taken in last month.

During the past five years, transbay commute service has been substantially expanded and speeded-up, with service extended to many new areas of the district and new buses added on the lines.
Business activity showed an increase during the month of December, with operating revenue and the number of passengers carried on the upturn for the period.

Passenger revenue totaled $1,128,136, an increase of $60,443 or 5.66 per cent over the $1,067,693 collected in December, 1964. Riders carried on East Bay and transbay lines totaled 4,455,371, an increase of 1.14 per cent over the previous year.

For the calendar year, the district carried a total of 52,775,800 passengers, an increase of 1.14 per cent over the previous calendar year.

Wages paid to some 1,904 employees in 1965 totaled $10,479,630, an increase of $538,320 over the amount paid to 1,919 workers in 1964.

John F. Larson, treasurer-controller, reported the amount of income tax withheld at $1,135,550. Social Security tax withheld totaled $248,920.

Wages, Withholding Taxes Up in 1965

Old-time commuters were turning up this month to spark wonder about who takes the honors for the longest commute.

The span of travel record, so far, has been accorded A. E. Archibald, 81, prominent banking official, who began his transbay commuting in 1902, a year before the start of the Key Route.

Archibald broke his continuity in 1904, however, to go to Chicago for five years, so he has a competitor for actual time in Louis J. Gordon, 78, who has a been going to work in San Francisco for 58½ years.

The district revived a ferry boat tradition and served coffee and doughnuts to passengers on Archibald’s Berkeley bus to San Francisco after it was discovered he was among the first to use Key Route service when it began in October, 1903.

Archibald, retired manager and board chairman of the San Francisco Federal Savings and Loan Association, earlier rode the Southern Pacific’s steam train from Fruitvale, but was captured by the wonder of the electrically powered Key trains when he watched the inaugural trip.

Now a consultant for the bank, Archibald catches the bus at the Northbrae tunnel near his home at 1217 Josephine St., Berkeley. He has lived in the same house since 1917 and commuted from Berkeley since 1909, setting the record of a fellow resident, R. J. Breuer, 2724 Mabel St., honored last month when he began his 51st year of commuting.

Enjoying coffee and doughnuts with Archibald was another veteran of ferry boat days, Miss Lillian Roark, 1401 Sacramento St., Berkeley, who started transbay travels in 1912.

Her record is matched by Willard C. Mills, 986 Sunnyhills Rd., Oakland, who started riding the Key Route during the same year.

Resulting newspaper and television publicity also turned up Gordon, who lives at 2662 25th Ave., Oakland, in a house he helped his father build in 1907 when they moved here from San Francisco.

Gordon, who works for a stationery concern near the Transbay Transit Terminal, has traveled through most of the Bay Area’s transportation history—ever recalling the horse car line which ran from the Ferry Building to Sutter St., last of its kind in San Francisco.

In his years of commuting, first by Southern Pacific, then by Key System, he has never seen a serious accident, but recalls one time when his ferry drifted to Alcatraz Island before a rudder was fixed.
Pop Goes the Target

Sharpshooting Driver May Hang up Gun

When Mrs. Carl P. Colvin says her husband brings home the bacon, she really means the bacon. And ham and turkey, too.

A trap shooting champion of note, Colvin, 62, has just about bowed out of regular competition, but he keeps his hand in by participating in turkey and ham shoots.

The result: six turkeys in the pot during the past holiday season, 16 turkeys the year before, plus plenty of ham and bacon.

An eye ailment, apparently caused by an allergy, may shelve Colvin’s 12 gauge pump gun. It already has resulted in his application for a disability retirement as a bus driver, as he concludes 25 years behind the wheel.

But even if his eyes bother him, he watches students walking by his home at 14823 Midland Rd., San Leandro, missing the ones who regularly rode with him on the Hesperian run (Line 93).

Brother of Bill Colvin, long-time bailiff with the Oakland Police Department, “Cal” came to California from Oklahoma in 1946, putting truck driving experience to work as a bus operator for Key System Transit Lines.

As a farmer, Colvin had always hunted, shooting jackrabbits, Bob White (quail to Californians) ducks, squirrel and deer.

Colvin found a place to hunt a problem in the West, however, and had just about put up his gun when he spotted a ham shoot one Sunday in 1953.

The ambiling, quiet-spoken Colvin happened to have his gun in the car and soon had a ham to accompany it. He also had an invitation to go to a "registered shoot."

Attending the shoots of the Amateur Trapshooter Association and the Pacific International Trapshooter Association, Colvin won his first trophy a short time later.

Since then, he’s won the state championship at 16 yards several times, the doubles (two targets at once) championship, and was runner-up to the State handicap. He also has the coveted “100” pin, for hitting 100 clay birds in a row.

After his eyes began troubling him, Colvin took up bowling, adding individual and team trophies from that sport to the collection of gold and silver trophies already collected for his shooting.

All are being boxed, however, for his new project—retirement at Clear Lake, where he can fish and pursue another activity—pinochle.

COLLECTOR — Carl P. Colvin keeps his gun polished, although eye problems have caused him to give up shooting — and driving. He’s collecting bowling awards now to add to his trophies for trap shooting.

Have planned long ago to write to thank your company for the increase of the use of the transfer . . . it is most appreciated by all your passengers. Especially the older people. I used to walk many blocks when I had to stop off on route to do my shopping . . .

Mrs. H. O. Akers
Berkeley

. . . I had occasion to take the 51 bus going toward Oakland from Alameda . . . the driver (M. M. McMillan) was certainly a living example of what more bus drivers should be like. In addition to appearing to be a thoroughly safe and competent driver, he was courteous and considerate . . . at one point he stopped a couple of seconds to wait for an elderly woman . . . he was friendly without being familiar.

Mrs. Ralph G. Parker
Alameda

Thank you for the literature you sent me that I requested. I did not know I could go so many places on the bus. I hope to see all of the Bay area this year. I do appreciate the "Stop-off and Go Again" privilege. . . .

Mrs. E. E. Hittle
Oakland

As a rider on the No. 18 Lakeshore-Park Blvd. bus I would like to tell you what a fine person you have as a driver (Dorothy Torrenga) . . . she is genuine-ly interested in each rider. She is friendly, courteous and kind. She is an excellent driver also; never nervous or irritated. She wins my nomination for "Woman of the Age" . . . not only of the year . . .

Mrs. J. R. Bates
Oakland

I write this letter to express my appreciation for the courteous service rendered by members of your staff. . . . I left a package containing valuable papers on the #15 bus and realized I had done this while waiting for the bus to Alameda at Randolph . . . I told my bus driver and a supervisor (A. P. Noorda) said they would contact the #15 . . . much to my surprise, Mr. Noorda came into our office and delivered the package to me personally before lunch . . .

Eleanor Devenny
Oakland

. . . I feel I must write to tell you of the extreme courtesy of your drivers and one in particular . . . I happened to be riding on the 15 line . . . over the 12th Street (dam), walking down the middle of the roadway, was a helpless, confused little old lady. The driver (W. J. Coleman) stopped the bus and at great danger to himself, went and took her by the arm and led her safely aboard his bus . . . He then deposited her at a safe bus stop, again with much care and telling her where she was . . .

Mrs. Myrle Zuber
Oakland

. . .
Face of Transportation, 32 Years Ago

The Bay Bridge, under construction in the background, had yet to cast a shadow on the Key Route pier when this photo was taken in 1934. Five years later, on Jan. 15, 1939, first trains ran across the span and the era of piers and ferry boats was at an end. In the foreground is the Aeolian Yacht Harbor, later to become part of the Alameda Naval Air Station site. Beyond is the Alameda pier, with a Southern Pacific “Red Train” awaiting passengers from a docking ferry. Across the Estuary is the Western Pacific pier, and beyond, the Southern Pacific mole with white ferry boats churning up a wake. Bridge steelwork, aiming toward Yerba Buena Island (Goat Island, then), was winning a race with the Key System’s trestle, life line of the network which evolved into AC Transit.

Neptune Beach – and Alameda ‘Village’

Alameda had truck farms and a small-town air, but it also had the most famed water recreation center in Northern California when a photographer took this view from the open cockpit of a biplane. Although people had been flocking to this site since 1870, the Neptune Beach of memory was built in 1921 and famed for its swimming pool and over-the-waves scenic railway. Neptune Beach breathed its last in 1939 and was razed for the U.S. Maritime Training School. Now the area, at the foot of Webster St., is part of a state park.

AC Transit to Participate in Federal On-the-Job Driver Training Program

AC Transit has joined in the City of Oakland’s on-the-job training program by agreeing to accept five trainees for instruction as bus drivers.

The selected men will be given six weeks of training and testing before they are accepted as bus drivers. The instruction is underwritten by the Federal Government through provisions of the Manpower Development and Training Act and is designed to benefit unemployed or unskilled persons through actual performance of work. The applicants will be required to pass all qualifications for work before acceptance.

The district’s participation in the program was approved by AC Transit’s board of directors and by members of Carmen’s Union, Division 192.

Workers Added to District Payroll

New employees, hired recently include:

**General Offices**

Accounting: Marlene Nestler, 5439 Camden St., Oakland, junior clerk.

**Emeryville Division**

Auto Maintenance: Rudolf Sachau, 730 Lilly Ave., Hayward, service employee.

Bus Operators: B. T. Wilkerson, 2101 Telegraph Ave., I. W. Washington, Jr., 517 44th St., both Oakland; Norman Sharples, 1130 34th St., Richmond; H. M. Doucette, 107 Collingwood St., San Francisco; V. W. Murray, 2148 Clinton Ave., Alameda; J. T. Pangelinan, 580 Vernon St., Oakland; M. L. Phillips, 2990 Dam Rd., San Pablo; R. S. Campbell, 8324 Ney Ave., Oakland; J. C. Wansitter, 1141 15th St., San Pablo; W. H. Harrison, 1488 Dolores St., San Francisco; M. C. Ham, 2064 35th Ave., Oakland; A. E. Guillemette, 1611 Santa Clara Ave., Alameda.

**Richmond Division**

Bus Operators: E. H. Jackson, 335 S. 23rd St., Richmond; M. C. Bircher, 439 S. 21st St., Richmond; W. L. Kersey, 2212 Ohio Ave., Richmond.

**Seminole Division**

Bus Operators: G. C. Brown, Jr., 963 Tennyson Rd., Hayward; A. B. Frierson, 99 Carton Dr., Oakland; J. R. Matthews, 37043 Edith St., Newrk; R. D. Wilson, 5800 Walnut St., Apt. 306, Oakland; I. O. Hayter, 2237-C 62nd Ave.; D. S. Cutting, 24036 Edlo Dr., Hayward; C. W. Greenwood, 525 Hampton, Hayward; G. L. Reeves, 724 Lewelling Blvd., San Lorenzo; D. R. Murray, 531 Shepperd St., Oakland; R. S. Gomez, 378 Park St., San Francisco; H. L. Campbell, 2235 Foothill Blvd., Oakland; J. W. Warren, Jr., 27376-B Locust St., Newark; S. J. Starnet, 5717 Harmon Ave., Oakland; Henry Grier, 9941 C St, Oakland; H. L. Dendy, 3739 Park Blvd. Way, Oakland; Peter Mazuca, Jr., 5308 Fairfax Ave., Oakland; C. T. Hetrick, 36780 Charles St., Newark.

IN MEMORIAM

Hiram M. Wookey, 72, former bus operator and supervisor, who has been living at Clear Lake Oaks since his retirement in 1963, died on Jan. 15. He entered service in 1942 and was made a supervisor in 1946.

Timothy McCarthy, 79, of 1431 Jackson St., Oakland, worker on the Key trains from 1940 until retirement in 1958, died on Dec. 8.

Manuel E. Tavis, 73, who died Dec. 27, worked from 1917 until 1948 in the electrical department. He lived at 515 14th Ave., Oakland.
At the regular board meeting February 9, 1966, the Board of Directors:
• Retained Lybrand, Ross Bros. & Montgomery to perform audit for 1965-66 fiscal year, on motion of Director Rinehart.

Committees Named For Calendar Year

Director William E. Berk of Richmond will head the district’s project development committee during the coming year, while Director Robert M. Copeland of Kensington will serve as chairman of the committee on personnel and public relations.

Director Ray H. Rinehart of Piedmont has been asked by William H. Coburn, Jr. of Berkeley, president of the board, to continue as chairman of the finance committee.

Director E. Guy Warren of Hayward will serve as chairman of a special legislative committee and Director John L. McDonnell of Oakland, as chairman of a committee on land.

Passenger Shelter Erected in Richmond

Welcomed weather protection was provided for West Contra Costa riders this month as the district erected a new passenger shelter on Macdonald Ave., at San Pablo Ave. in Richmond.

The shelter, located in the parking lot of the Mira Vista branch of the Bank of America, provides protection for passengers using transbay Line L service, local Line 72 and the intercity express Lines 31 and 33.

The facility is the latest in the district’s program of providing the greatest possible comfort for its riders. Other shelters are located in San Leandro, Washington Manor, Parchester Village, Castro Valley, downtown Oakland and Emeryville.