Business is better than AC Transit expected — and even hoped for — during the past nine months, but the District still will record a deficit at the end of the fiscal year on June 30.

The deficit, however, won't be as big as anticipated.

This financial picture was given to the Board of Directors this month by John F. Larson, treasurer-controller.

Higher Revenue
On the basis of the District's operating experience during the first three quarters of the fiscal year, Larson disclosed that operating return was better than estimated.

He credited the improved financial picture to more people riding district service than projected, and higher revenues from a recent fare increase than anticipated.

The District can expect to end the year with an operating deficit of about $600,000 instead of the $983,000 it faced before fares for children and transbay commuters were raised Jan. 1.

The operating deficit, however, will be met from current tax proceeds. Property taxes also are assessed by the District for bond debt retirement and equipment renewal.

Revenue for the nine months reached $10,342,292, a difference of

(Continued on page 4)
Free leaflets, suggesting a Springtime excursion, were hung on "take one" hooks on all district coaches this month as a new experiment in fostering bus riding for fun.

The leaflets detail a self-conducted tour, starting from Latham Square in downtown Oakland to Berkeley, then to the Berkeley Rose Garden. Passengers are invited to spend an hour at the gardens before taking advantage of the "Stop-off and Go-again" transfer plan to continue up the hill to Grizzly Peak Gardens before taking advantage of the gardens and the view, then debarkation to visit the Carbone Orchid Nursery before boarding the bus again for the return to Berkeley.

The tour has been printed in purple on a pink background to set a mood of roses and roaming. The leaflet includes illustrations of "what to see," as well as information on what bus to take, how to transfer, and time points.

With the transfer plan, the trip can now be offered at a total cost of 40 cents for the day's travels.

The leaflet suggests a relaxing trip around the Grizzly Peak loop to enjoy gardens and the view, then debarkation to visit the Carbone Orchid Nursery before boarding the bus again for the return to Berkeley.

The tour has been printed in purple on a pink background to set a mood of roses and roaming. The leaflet includes illustrations of "what to see," as well as information on what bus to take, how to transfer, and time points.

With the transfer plan, the trip can now be offered at a total cost of 40 cents for the day's travels.

**New Workers Join AC Transit Family**

**Seminary Division**


Maintenance: J. D. Wilbur, 1368 Hubbauer Ave., Oakland.

**Emeryville Division**

Bus Operators: J. D. Wilbur, 1368 Hubbauer Ave., Oakland.

Maintenance: J. D. Wilbur, 1368 Hubbauer Ave., Oakland.

**Richmond Division**

Bus Operators: W. C. Fewell, 1346 25th St., San Pablo.

Maintenance: J. D. Wilbur, 1368 Hubbauer Ave., San Leandro.

**Time to Tour! Leaflet Details Riding Excursion**

**ROSY IDEA** - Mrs. Barbara Slover finds hill and garden tour "just right" for her day.
A look at five years of statistics disclosed this month that AC Transit has made marked improvement in accident frequency — and passengers are riding safer than ever.

Figures compiled by Safety Engineer G. G. Wadsworth showed a general downward trend in traffic and passenger accident frequency since the District went into business in 1960.

Similarly, miles operated per accident have steadily climbed upward, resulting in an impressive record.

The accent on safety has continued to pay off, according to Wadsworth, despite a population boom and a sizeable increase in motor vehicle registration — up 19.1 per cent in the area served by the District.

Graphs compiled by Wadsworth indicate a frequency of 7.31 traffic accidents per 100,000 miles operated in 1960, compared to 5.95 in 1965, a reduction of 18.6 per cent.

Passenger accidents per million passengers carried were down 15.8 per cent from a frequency of 11.70 tallied in 1960 to 9.85 in 1965.

Miles per accident have increased from 3,329 five years ago to last year's high of 11,046, an improvement of 24.8 per cent.

Good attitude, good equipment, and good maintenance were credited for the favorable record, backed by retraining and refresher courses and constant emphasis on safe practices.

**Estimated Year's Loss Reduced by 39 Percent**

(Continued from page 1)

$189,692 over the estimated revenue of $10,152,600, Larson said, and 4.1% greater than for the same period a year ago.

Operating expenses were slightly higher than estimated, totaling $10,683,050 instead of the $10,660,402 — an increase over the estimate of 0.2 percent.

Final projections for the fiscal year ahead, beginning July 1, are still being developed, Larson reported. But the Board's Finance Committee is expected to take up the 1966-67 budget by next month.

**In Memoriam**

CHARLES W. RANDAL, early day street car operator, pensioned in 1946, died on April 19.

WILLIAM F. KELLY, inspector, assistant foreman and leadman in maintenance department at Oakland yards before retiring in 1958, died April 25.

JOHN M. FITTS, street car motorman and instructor supervisor, pensioned in 1949, died April 27.

**Buses Safer Than Ever**

**Whistles Still Blow for Railmen and Visitors at Harrison Square Museum**

Memory of Key System street cars and trains can rattle right along with tales of the noble “iron horse” at Oakland’s Harrison Square Railroad Museum, 7th and Harrison Sts.

Both Roy Tallman, custodian of the museum park, and Mort S. Buell, his assistant, are Key System veterans, with knowledge of the rail service which once crossed and criss-crossed the East Bay area.

They share a private address, 615 Alice St., in the private car which is part of the collection of steam railroad equipment on public display.

They almost share a common birthday. Tallman was 72 on May 9 and Buell, 74 on May 12 — an event celebrated in the club car they have fixed up for children’s parties.

Tallman went to work for Key System in Feb., 1921, as a motorman and handled one of the first one-man cars on Telegraph Ave.

‘An old teeter-totter! If you had a load, they really rocked back and forth,” he recollects.

He terminated his experience with Key System on Christmas Day, 1922, when he failed to get the day off, as entitled, Tallman said.

A steam man from the beginning, he went to work for Great Northern at Everett, Wash., in 1916, and one of his first jobs was shoveling snow off the tracks to get the engine out of the roundhouse.

Tallman was firing on the main line when he was drafted in World War I, to undergo another kind of fire on the front lines with the Army.

After his Key System experience, Tallman hired out on the Southern Pacific. As a fireman and engineer, he rolled up 200,000 miles on the steam locomotive which shares the park. He also hauled the private car around many a time, never dreaming in those days that he’d be living in it himself one day.

Buell was “captured” by trains in Sacramento, by helping a friend switch cars on the old Oakland, Antioch and Eastern Electric after he finished making night pickups for the post office in a horse and wagon.

He also worked briefly for the Key System in 1921 and '22, returning in 1947 to spend 13 years in maintenance at the Richmond Division.

Buell still rides the rails, taking charge of operating equipment for two railroad historical societies on excursions.

Like Tallman, he’s among old friends at the park, with equipment to be loved and cared for and remembered.

CALL OF THE ROAD — Roy Tallman, left, custodian of Harrison Square Railroad Museum, and his assistant, Mort S. Buell, share a love of trains. Both are Key System veterans.
My daughter and myself are commuters from San Lorenzo... I had an opportunity to ride the "caterpillar," as I call the new bus... I enjoyed it very much and I think it is the latest in transportation... nice comfortable ride... in this trip, the driver handled the bus perfectly... we have good drivers, that's for sure, friendly and courteous always...

Joseph Arimborgo
San Lorenzo

I want to thank a bus driver (J. M. Boysen) for his courtesy and kindness in leaving a B timetable for me in my letter box... I appreciate such kindness...

Mrs. E. Maffey
Oakland

I left my purse on the F bus from San Francisco when I got off... in Berkeley... I immediately called the lost and found and was told to call at 6 p.m. when the driver came in, which I did... the purse was turned in by the driver, J. A. Lopez and everything was intact... I want you to know how much his honesty and integrity meant to me...

Dorothy Miller
Livermore

My husband and I went to Oakland yesterday and would like to comment on the driver G. L. Reeves... he was such a good driver and was so courteous to everyone, we thought you would like to know about it...

We have used the bus for two years and have only had one or two drivers that were the least bit unpleasant, and since we have had days once in a while ourselves, we thought that was what was wrong with them...

Mr. and Mrs. C. I. Tisdale
Castro Valley

Passenger revenue reached a high of $1,233,976 in March, making it the top month yet on the books for district operations. The new revenue record, boosted by a recent fare raise, showed an increase of $88,297 or 7.7 percent over the $1,145,679 collected in March, 1965.

Number of passengers carried on East Bay and transbay lines, however, showed a decrease for the month of 3.22 percent. The rider count reached 4,734,433, as compared to the 4,891,881 carried during the same month, a year ago.

Commute book sales totaled $199,790, an increase of .5 percent over sales of $198,790 tallied in March, 1965.

The district operated 2,038,110 miles of service, up 24,570 miles or 1.2 percent over a year ago.

Service improvements authorized by the Board of Directors during the month include:

- Addition of another bus to Line 93, starting June 6, to provide basic, midday service between San Lorenzo and Chabot College.
- Service improvements authorized by the Board of Directors during the month include:
- Temple and Greek Orthodox Church, starting June 5.

AC/TRANSIT PASSENGER REVENUE... COMPARISON WITH PREVIOUS YEAR
At an adjourned regular meeting Apr. 27, the Board of Directors:
- Purchased 30 new buses, subject to Federal approval of application for matching funds, on motion of Director Rinehart. (Story, Pg. 1).
- Approved increase in dues to American Transit Association, on motion of Director Warren.
- Extended service on Lines 15A (Coolidge Ave.) and 93 (Hesperian Blvd.), on motion of Director Berk.
- Authorized preparation of preliminary design for new downtown passenger shelter, subject to participation by merchant organizations and the City of Oakland, on motion of Director Berk.

At the regular meeting May 11, the Board of Directors:
- Authorized Safety Engineer to accept appointment as participating member of Executive Committee of National Safety Council, on motion of Director Warren.
- Increased monthly salary of Operations Assistant to the General Manager to $1,173, on motion of Director Rinehart.

Transit Information Only Flip of a Page Away

Transit information was featured in a “best seller” again this month — the new Oakland telephone book.

A system map of AC Transit service and a description of individual lines are at the beginning of the yellow page section, after the postal zone maps for Oakland and Berkeley.

The data, on Pages 3, 4 and 5, brings information on what bus to take to the 450,000 customers who received the new book from Pacific Telephone. It also puts bus riding help no further away than the nearest telephone booth.

The space, provided as a public service, gives bus information for the same area covered in the phone book, from El Cerrito, through Oakland and Alameda to San Leandro.

Detailed information on “what to see and how to get there” also is available in a free, four-colored map which can be obtained by calling Transit Information.