State cuts bridge bus tolls, studies
Ways to generate greater transit use

A State study to determine ways of holding the line on transbay bus fares to encourage greater use of mass transit was underway this month.

Governor Edmund G. Brown ordered the study, and a report in six months, during a recent meeting of the California State Toll Bridge Authority, of which he is chairman.

"The property taxpayers should not be expected to carry the financial burden for mass transit," the Governor declared.

"It should be shared by automobile drivers. Any reduction in traffic by people riding a bus will make for faster service. People should be willing to pay for this benefit."

The State Department of Public Works was directed to look for ways of further assisting local mass transit following a decision of the Toll Bridge Authority to reduce toll charges for buses using the Bay Bridge.

Tolls will drop from 75 cents to 50 cents on Sept. 1, saving AC Transit some $115,000 per year. Buses using the Golden Gate Bridge currently are charged 13 cents per vehicle — the same rate as charged for private autos.

Transbay buses carry nearly half the commuters crossing the Bay Bridge.

The Governor observed that the day may come when free transportation should be offered to encourage people to use mass transit instead of cars.

"It might be cheaper than building these new freeways," he said, noting that the number of automobiles in California has doubled in the last decade.

"If we think we can build freeways fast enough to keep that up, we have another think coming."

Another member of the Toll Bridge Authority, Lt. Gov. Glenn M. Anderson, said he hoped the Public Works Department will be able to recommend a further reduction in Bay Bridge tolls for transit vehicles.

"I would like to see us reduce the rates if we are going to get more people in buses," Anderson declared.
Revenues and passengers increased in volume during the month of June, continuing the District's steady gain in new customers.

Passenger revenue totaled $1,156,800, an increase of $90,300 or 8.5 percent over the same month last year.

John F. Larson, treasurer-controller, attributed 5.4 percent of the increase to a recent fare raise, and the remaining 3.1 percent to a boost in patronage.

Number of passengers carried on East Bay and transbay lines reached 4,279,996, a gain of 75,191 or 1.8 percent.

Commute book sales remained fairly constant, with a total of $184,577 for this June, compared with $183,742 a year ago, a gain of 0.5 percent.

The District operated 1,898,002 miles of service—up 10,467 or 0.6 percent over June last year. Operational costs totaled $1,260,858, an increase of $84,992 or 7.2 percent over year-ago expenses.

Total income of $1,426,896 was sufficient to cover the month's operation expenses, bond debt requirements, and most equipment replacements costs leaving a deficit of $21,200 for the month.

**Sunday fun pass hits new sales record**

Bus-riding customers, taking advantage of a double bargain, made it a double record for AC Transit over the July 4 weekend.

Sales of Sunday and holiday fun passes reached 1,744 on Sunday, July 3, highest record yet, and 1100 on Monday. The total of 2844 was a new high for two-in-a-row pass days.

The previous double record was made on July 4 and 5 last year, when 2684 passes were sold.

A new single day record was made Aug. 7, when 1750 passes were sold.

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**A piece of wood**

Looking for a hobby?

Because he loves wood, Lex Patton, 33, receiving clerk in the Purchases and Stores department at Emeryville Division, has a hobby of refinishing.

He builds, refinishes and upholsters, if need be. And when he's finished, he can step back like any artist and take satisfaction in a piece of furniture or other article that has emerged, grain smooth, under the magic of work and care.

Patton's interest in refinishing furniture had its beginning, he thinks, in a fascination with wood.

"A piece of wood never dies. To me, it is a living thing and I always enjoyed working with it."

Starting with woodworking in school, Pat proceeded into refinishing—picking up upholstering along the way. Now, he is studying wood carving at night school—knowledge he's putting to work on the grandfather clock he is building from Philippine mahogany.

Patton enjoys looking for "bargains"—like old phonographs, a love seat, or a chair with three legs—purchased for 25 cents and now one of the most comfortable chairs in his home at 2323 Dodge Ave., Pinole.

He has found, though, that there is no substitute for "muscle power" and work.

Pat "takes it easy" and works at the refinishing "when I feel like it. When I get tired, I stop and don't go back to it for awhile."

He finds a glass scraper the best way to strip a piece of wood down to its natural state. He has a piece of window glass cut in almond shape and then uses it to scrap varnish, paint or stain from the article. Sometimes he uses varnish remover.

"I keep trying new products, but the scraper works the best."

After he's down to the wood, he does a good job of sanding, with sandpaper and steel wool. Then he stains, mixing stains, sometimes, for the shade he wants.

He uses a rag for the stain—never a brush—and a buffing with fine steel wool between coats. Patton's wife, Bertha Ann, who shares his love for wood, gets to take over the rewarding final touch—the coats of dull varnish.

Patton can list among his accomplishments in the past eight years the refinishing of a table, a 1909 phonograph, buffet, china cabinet, and end tables. And he's built, "from scratch," another table, cabinets, window sills and things like that.

He can't (sigh!) take on any outside projects for others with big ideas and tired arms. He has all the refinishing he wants to do with his own projects. But if there's a bargain, someplace... let him know.
BUSY BAY — Southern Pacific and Key Route ferries churn the Bay past a tree denuded Yerba Buena Island and a coal-burning, four-stacker cruiser at anchor on “Battleship Row.” The “Oakland,” with its “walking beam,” was perhaps best known S.P. ferry. Rebuilt in 1875 from the side-wheel river steamer “Chrysopolis,” it later — in 1939 — saw very brief service under the Key System orange at Golden Gate International Exposition.

Memories of a Ferry Boat Captain

The ferry boats were one-stackers. Everything flew flags. Potted palms and banana trees hopefully were adding a tropical touch to the breezy gaslit impersonality of the Ferry Building in San Francisco and the waiting room at the Oakland Key Route Pier.

And at the wheel of one of the orange ferries was Capt. Adolph Nilsson, graduate of a Swedish navigation school, another of the seagoing men who had settled for the criss-crossing of San Francisco Bay.

Captain Nilsson was among the first. He worked as a watchman while the Key Route pier was under construction in 1903, boarding the first ferries as a second mate in the same year, and working up to captain in 1915 in time to carry visitors to the Panama-Pacific International Exposition.

This may have been the occasion for having a photograph of his crew, taken aboard the steamer San Jose. Watch chains were much in evidence. Hats were set squarely. The tailored polish of later uniforms was missing, but transportation policy was firmly established, in orders issued by the first superintendent, James P. Potter, and repeated by general managers to come:

“Better an hour late in making a slip than risking collision in fog or storm . . .

“Other boats may crowd you and cross your course. Give them sea room. Don’t frighten your passengers and risk their lives by holding your course and crossing their bows a boat-length ahead . . .

“The good will of the public and their patronage are essential to our success . . .”

The general orders to officers of the ferry boat service. Uniform buttons. An employee pass in Captain Nilsson’s name to the exposition. A souvenir from the first day of operations over the new solid fill on May 18, 1916 . . .

These, along with postcard photographs and a rare Key System folder, describing a Key trolley trip to the Ostrich Farm in the East Oakland of today, have been presented to AC Transit for historical keeping by Captain Nilsson’s daughter, Mrs. Lillian Chappell of 176 West MacArthur Blvd., Oakland.

Although Captain Nilsson died in 1921, Mrs. Chappell grew up in transportation, working for the American President Lines, riding to work with the trainman who now is her husband, Marion H. Chappell, veteran of streetcar, train, and bus service before he retired from AC Transit in 1963.

The collection has been added to other material, to aid the district in further recording the appearance, as well as the memory, of the transit system it can call “Grandpa.”
SPECIAL OUTING - Youngsters from Oakland poverty neighborhoods disembark from AC Transit buses in Tilden Regional Park during bus tour sponsored by Oakland Council of Churches and municipal recreation department.

Into the sunlight

Hundreds of youngsters living in Oakland poverty neighborhoods were treated to bus tours of Bay area points of interest this month.

The youths, many of whom rarely leave their neighborhoods, visited such places as regional parks of the East Bay, beaches and made trips across the Bay Bridge to attractions in San Francisco.

The program considered highly successful for the initial year, was sponsored by the Oakland Council of Churches and the Oakland Recreation Department. The church group also received financial support from the general public.

Tours were restricted to children living in the city's poverty areas and those in the fourth through the eighth grades. Each youngster paid a 10-cent fee to help cover insurance.

New employees join district

New District workers include:

**General Office**

Treasury: David Cushman, El Cerrito, junior typist clerk; Charles De Los Santos, Oakland, cashier clerk.

**Emeryville Division**

Auto Maintenance: Sam Leister, San Leandro; Raychelle Redmon and William Striegal of Oakland.


Bus Operators: R. J. Raby, Alameda; D. J. Hrbacek, Concord; Ernest Hamilton, Walnut Creek; C. W. Annis, Sr., Millbrae; M. B. Brown, Berkeley; Elijah Howard, B. L. McFarland, J. I. Jackson, M. R. Miles, all of Oakland.

Richmond Division

Auto Maintenance: Roy Cobern, Richmond.


**Seminary Division**

Auto Maintenance: James Maddox, Jr., El Cerrito.


I wish to commend . . . (Fred Washington) . . . I boarded an AC Transit bus in Berkeley . . . noticed a man sitting in front . . . Mr. Washington apparently suspected that something was wrong and the man might be ill. He flagged down a police car . . . the man was a diabetic and apparently in a coma . . . an ambulance was called . . . the man was taken away for treatment. Had Mr. Washington not taken the trouble to investigate, very serious consequences could have resulted . . .

Philip Smith
San Francisco

It is with pleasure that I write this letter to express my appreciation of one of your drivers (John Rose) . . . so courteous, accommodating, cheerful and kind and actually he starts each of his passengers off with a smile and a song in their hearts each morning . . .

Mrs. Paul J. Hallman
Oakland

. . . we know not only AC Transit, but also the employees of AC Transit, and the one in particular, who through his conduct and courtesy, has caused us to write this letter . . . Mr. Edwin Munson . . . has been most kind in assisting our two school girls in finding their way about Oakland . . . they have more than once remarked about Mr. Munson's courtesy on the road, friendly attitude toward patrons of the bus and general interest in these people and their security and pleasure while traveling on AC Transit with him . . .

Mrs. Walter Hake
Oakland
At an adjourned regular meeting July 27, the Board of Directors:

- Authorized a request for bids to supply diesel fuel and other petroleum products, on motion of Director Warren.
- Approved installation of king-size advertising frames on 138 buses, on motion of Director Copeland.
- Established new position and salary of Charter Services Manager, on motion of Director Copeland.
- Confirmed intent to make increases in wages and benefits if authorized to non-union personnel, effective July 1, on motion of Director Warren.

At the regular Aug. 10 meeting, the Board of Directors:

- Established ward boundaries for District director elections, on motion of Director McDonnell.
- Adopted a resolution calling for election of four directors on Nov. 8, and consolidating election with general State election the same date, on motion of Director Berk.
- Authorized service improvements to Lines 65 (Dwight Way) and 74 (Ashby Ave.), and inauguration of special school service in Sherwood Forest area of Contra Costa County, on motion of Director Berk.
- Increased salaries and health benefits of non-union personnel, on motion of Director McDonnell. (See story, this page).
- Authorized Director Copeland to represent District at meeting on Urban Mass Transit Planning, on motion of Director Rinehart.

**Matching wage boost granted non-union workers**

AC Transit's non-union employees were granted this month a 4.87 percent pay raise, effective last July 1, to match the wage boost recently granted union workers.

Management personnel, including foreman and supervisors, also will receive an additional $3 a month in welfare benefits. The increase will cost the district $42,412 a year.