Increase in patronage,
Lower bay bridge tolls
Cut planned tax hike

A tax increase—less than anticipated—has been levied by AC Transit directors to meet inflationary costs of operating district bus service.

Aided by a surge in riding and a decrease in Bay Bridge bus tolls, directors determined a tax increase of 3.5 cents would balance a revised budget of $17,434,200 for the fiscal year.

The board had faced an estimated tax increase of 4.3 cents, to cover increased operating expenses.

The board action fixed the new tax rate for the special transit service district at 16 cents per $100 of assessed valuation.

Contributing to the more favorable financial picture was the accumulation of greater revenue than expected from the increase in transbay commuter and children’s fares last Jan. 1.

A cut in Bay Bridge tolls from 75 cents to 50 cents, effective the first of the month, also is expected to save the district some $95,000 during the year, according to Ray H. Rinehart, finance committee chairman.

The year’s estimated loss of $635,200, plus accumulated prior year deficits, will be partially offset by $545,000 in capital grants to be received from the Federal government, Rinehart added.

The final overall deficit estimated at

(Continued on Page 5)
Transportation rolls into new areas

Bus service was inaugurated in several areas of the East Bay this month.

Students were able to ride district buses for the first time to classes at DeAnza and Juan Crespi schools in El Sobrante, with approval by the Board of Directors of a special service contract covering the Sherwood Forest area which is outside District boundaries.

Cost of the special school bus trips are being born by residents of the area, who are paying for the off-route mileage, plus regular District property taxes.

Students are paying the usual 15-cent fare for the transportation; adults can ride by paying adult fare.

Peak hour service to upper Sequoyah Rd. in Oakland was inaugurated by extending Line 46-A buses into the area to transport school students and commuters.

Other buses on the line are observing a new terminal loop, traveling via 90th Ave., MacArthur Blvd., and back to 82nd Ave.

Coaches on East Oakland's Line 54 were returned to a 20-minute weekday frequency, with completion of paving work on 35th Ave.

Service frequency between downtown Hayward and California State College was boosted, with buses on Line 91-A running every 30 minutes during the midday hours.

New service to the discount stores and other business firms in the Hegenberger Rd. industrial area began, with extension of the crosstown MacArthur Blvd. Line 57 from 73rd Ave. and East 14th St., along East 14th to 77th Ave. and to Hegenberger Rd. The line will loop into the new Oakland-Alameda County Coliseum complex for scheduled events.

Buses started operating for the first time to the Berkeley Marina and help site, with designated coaches on Line 51-M traveling via University Ave. and the East Shore Freeway overpass, to the facilities.

AC Transit takes over 'coaching' role

(Continued from Page 1)

Hayward; Southshore in Alameda; El Cerrito Plaza, and at three stops in Castro Valley.

Chambers of Commerce in the different cities joined in a publicity campaign to urge rooters to park free and use the special bus service to avoid expected Coliseum traffic congestion.

The district's 77-passenger Freeway Train, usually assigned to transbay commute service, was rolled out to the busiest locations to help keep the special service moving at a brisk pace.

Riders paid one-way fares of 60 cents for the special non-stop service from Oakland and Alameda, and 75 cents from the outlying locations.

In addition, patrons could use regular service to the Coliseum, provided by the crosstown MacArthur Blvd. Line 57C.

Annual payment made

On outstanding bonds

A payment of $935,193 was made by John F. Larson, AC Transit treasurer-controller, on the District's bonded debt last month, reducing the balance of outstanding bonds to $13,250,000.

A $16,500,000 bond issue was voted by citizens in 1959 to finance purchase of Key System Transit Lines and its facilities; to put the District into operation and finance new equipment.

Our 'Stockholders' Write

I do not have the opportunity to ride the bus very often... Yesterday was one of those times and I wish to report that the driver (Clarence Jacobs, Jr.) was extremely courteous... the driver was helpful in giving me directions... I also noticed his helpfulness with other customers... Also he let people get seated before starting up the bus...

George E. Weber
San Jose

... Why don't you have more drivers like E. N. Dawson?... to try to list all the incidents where Mr. Dawson has gone out of his way to be helpful to his passengers would be pointless... but his courteous, helpful attitude is most refreshing... even passengers waiting at the stops for other buses are not beyond his help... Often he has asked where they are going and then offered the necessary information to help them reach their destinations...

Mrs. Diane M. Jordan
Hayward

... I liked the ride to Sacramento. It was a very relaxing trip. I thank you for taking all of us and I hope our singing didn't distract you...

Thanks for letting us rent two of your buses... we liked the ride... the air conditioner was pretty good...

My class had a good time on two of your buses. On the way up, I looked out of the window and I talked. But on the way back, I slept like a baby...

I would like to thank you for going through all that trouble to take us to Sacramento. I am very sorry about all that noise we made on the way up and back. Since this was our first big trip, we were all excited...

We had a nice bus driver... This was the only trip I enjoyed because we had air conditioning and rest back seats. It was wonderful...

Letters from 6th Grade Class,
Washington School
Oakland

It is always a pleasure to meet a fine person such as Mr. Charles Sigler who has been our bus driver for the past three months... he is courteous, pleasant and of excellent character... I can honestly say that as a commuter, I have yet to meet a person who deals with the public that has been so considerate, kind and a pleasure to know.

Morris J. Volpatti
San Francisco

... this man (V. L. Leslie) is to be congratulated on his excellent service... he is a top notch driver... he has a cheery greeting for his passengers and always a smile for the newcomer. He also will give people information regarding schedules of other buses...

Mrs. Muriel Stevens
Hayward

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
An epic in transit

If you rode the A line any time in memory, you probably rode with W. E. Hahn. And if it was during the long era of trains, likely as not you rode the "Hahn Special," with Billy at the controls and brother Johnny, as conductor.

Now, with 41 years of service, stuck in his hat, Billy is planning to split the brother team that has the longest number of years on District rolls.

He intends to retire to spend more time luring the wily trout, while John, 64, who will tally 41 years in transportation Dec. 9, expects to keep on driving.

Third man from the top of the seniority list, Billy went to work for the Key System in April, 1925. He had been trying to find a job, "looked up and saw the offices at 22nd and Grove and decided to put in an application. A couple of weeks later, they called me."

He operated a street car for over three years, then switched to trains.

"I'd rather run a train than eat though hungry," Hahn declares. "When the click of the rails gets in your blood, you never get it out."

Hahn remembers he was reprimanded once for "using too much whistle in the yards—but I never was horn happy on the road."

Among pleasant memories he recalls stopping the "B" train at Grand Ave. and Perkins St. once to let a "mama duck and her young family waddle slowly across the tracks . . . wouldn't want to scare a duck."

Hahn and his brother worked together for most of his 29 years on the trains and were so close that each answered to the other one's name.

Trains to Bus

"When the trains went off in 1958, I had 33 years' whiskers and they told me I had to quit or drive a bus. So I've been driving since," Billy said.

He kept to the A line until recently, moving over to the 63 line in Alameda to ease out his final mileage before applying for retirement.

Billy, who lives at 2431 Overlook Dr., Walnut Creek, plans to spend much of his leisure time fishing. His brother, who lives at 18249 Lake Chabot Rd., will remain on the job.

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AC transit PASSENGER REVENUE . . . COMPARISON WITH PREVIOUS YEAR

A steady gain in customers was indicated in July as revenues and passengers showed an impressive increase over the same month of the previous year.

Passenger revenue totaled $1,105,254, an increase of $54,523 or 5.19 percent over last July. Of the total, revenue on East Bay lines was up 4.5 percent, while riding on transbay service showed an increase of 6.14 percent.

The number of riders carried on East Bay and transbay lines reached 4,003,609, up 5.15 percent over the passenger figure of a year ago. Commute book sales remained fairly constant, totaling $173,332 for July of this year as compared to $173,332 in July, 1965.

The District operated 1,825,436 miles of service, down 37,528 miles or 2.01 percent over year-ago mileage of 1,862,964. Operational costs totaled $1,283,638, an increase of $107,586 or 9.15 percent over expenses in July of 1965.

Total income of $1,470,030 was sufficient to cover the month's operation expenses, bond debt requirements and most equipment replacement costs, leaving a deficit of $846 for the month.

Nationally, the industry showed a passenger revenue decrease of 1.46 percent.

Federal grant, cut in tolls aids finances

(Continued from Page 1)

$769,695, will be erased by the 3.5 cents tax boost, Rinehart said.

Indicative of passenger growth, riding was up over 5 percent in July, as compared to a year ago, with one less working day.

The current budget was toppled out of balance by the district's labor bill, up 6.5 percent.

Although patronage was up, operating costs spiraled even higher, up 9 percent in July.
Playground youngsters were personally introduced to AC Transit buses during tours of Emeryville Division, arranged by Piedmont Recreation Department as a summertime activity.

Trooping around in two batches, the 60 visitors, aged 4 to 14, were most impressed by a ride through the wash rack and a chance to walk under a bus — in the machine shop pits.

But they also learned that district buses operate on diesel fuel, get five miles to the gallon, undergo an oil change every 5,000 miles and "dry" — the buses come out fresh and bright for each morning schedule.

They found a bus looks different — and very intriguing — from underneath and very intriguing — from underneath looking up. They also learned a bus holds 90 gallons of fuel and 28 quarts of oil and can be repainted in 1 1/2 days, allowing time for preparation and masking.

For some of the children, a ride around the division yard was their first experience in a bus. And the most exciting moment came when the bus was washed, while they watched from the inside.

They discovered a bus goes to the showers every other night, but the front and the wheels have to be scrubbed by hand, like necks and ears. They also found that nobody has to "dry" — the buses come out fresh and bright for each morning schedule.

Wilson H. Green, chief clerk in the maintenance department, acted as guide on the tour, and gave the youngster's the district's history booklet and a route map to complete the "AC Transit Story."

THAT'S A BUS UP THERE! Only mechanics usually get this chance to walk under a bus. Youngsters at right found view especially intriguing. Below, they listen to guide while Eddie Takauchi works on seat in upholstery shop. Tour was activity of Piedmont Recreation Department.

Veteran board members to seek
Re-election on November ballot

Four incumbent members of the AC Transit Board of directors will be on the ballot in November, seeking re-election to four-year terms.

All are veterans in District leadership, establishing what is credited as one of the most modern and serviceable transit systems in the nation.

Three were elected to the Board when the District was created by the voters in November, 1956: William J. Bettencourt, representative of Ward IV; John L. McDonnell, director from Ward III, and Col. Robert M. Copeland, Director at Large. E. Guy Warren, director, Ward V, was appointed in May, 1961.

All are seeking re-election to four year terms which expire in January, 1967.

Bettencourt, past president of the Board, lives at 1213 Estudillo Ave., San Leandro, and is public relations director for Friden, Inc.

Copeland, also a past president, is a retired colonel with the U.S. Army Corps of Engineers. He lives at 80 Norwood Ave., Berkeley.

McDonnell, vice president, is owner of McDonnell's Nursery. His home is in Oakland, at 5109 Cochrane Ave.

Warren, owner of Warren Transportation Company, lives at 17031 Cull Canyon Rd., Hayward.

The District is divided into five wards on the basis of population. The board is made up of seven directors, five elected within individual wards and chosen to serve at large by the entire electorate.

Public meetings are held on the second and fourth Wednesdays of the month at 4 p.m., in the office of the District, Latham Square Building, Oakland.

New Workers Assigned
To District Positions

New District workers include:

General Offices
Treasury: Corey Legge, Oakland, cashier clerk.

Emeryville Division
Auto Maintenance: Van Cleve Moore, Oakland, service employee.

Richmond Division
Bus Operator: I. G. Fuller, Richmond.

Seminary Division
Auto Maintenance: Bernie Jaramillo, Oakland.
Bus Operators: H. G. Lankford and C. E. Alexander, Oakland; L. L. Kidd, Newark; D. L. Boerner, Hayward; R. H. Brickett, Union City.

In Memoriam

ROBERT C. CONNELL, 79, trainmaster at the terminal when he was pensioned in 1952, died July 25.
WILLIAM J. O'BRIEN, 63, service employee at Seminary Division, pensioned in 1962, died Aug. 10.
SYDNEY L. MUNRO, 77 former assistant director of purchasing and stores, pensioned in 1954, died June 13.
EHLER OFFE, 81, clerk at Central car barns before he retired in 1935, died June 21.
ANDREW BONVICINO, 81, trackwalker when he was pensioned in 1951, died on June 23.
At an adjourned regular meeting Aug. 24, the Board of Directors:

- Established East Bay fares for special express service to Oakland-Alameda County Coliseum, on motion of Director Bettencourt. (Story, Page 1)
- Authorized Secretary to receive qualification statements from candidates for Board of Directors and to accept deposits for handling of such statements on motion of Director Bettencourt. (Story, Page 7)
- Approved leasing data processing equipment and acquisition of IBM computer, on motion of Director Bettencourt.
- Established tax rate of 16 cents per $100 of assessed valuation for current fiscal year, on motion of Director Rinehart. (Story, Page 1)

At the regular meeting Sept. 14, the Board of Directors:

**Operators top safety**

Passengers had their safest ride yet and drivers chalked up another record as the three motor coach divisions averaged 13,788 miles per accident in August.

The tally was the highest since the District began operations in October, 1960, surpassing the top of 13,650 miles per accident reached in February, 1965.

Coffee and doughnuts were the order of the day for all operators as they shared in “treats” for topping the goal of 12,600 miles.

The achievement of the drivers resulted in a new “bogey” being set, effective Sept. 1. The operators now have their sights set on 12,750 miles per accident.

Emeryville Division led the field for an August record of 15,333 miles per accident. Richmond Division tallied 13,481 miles, while Seminary operators scored 12,784 miles.