ON THE MOVE — First of 30 new Transit Liners, purchased with financial help from Federal government, are unloaded from railroad box cars. Neighborhood areas to be served by new equipment are examined on district route map by, left to right, Leo J. Cusick and Charles M. Haar, officials of U.S. Department of Housing and Urban Development, and William H. Coburn, Jr., president of AC Transit board of directors.

Government joins District in building
New bus fleet to serve urban needs

Another 30 new buses were being delivered this month to AC Transit as tangible evidence of Federal government recognition that efficient transportation is vital to the growth and well-being of urban America.

Appropriately, the first of the new Transit Liners rolled into the East Bay at a time when transit leaders from North America were meeting here in the area, focusing their own attention on the status, growth and promotion of the nation’s mass transit systems.

The District’s service routes — and just how the new coaches were to be used — was of particular interest to Charles M. Haar, Assistant Secretary of the U.S. Department of Housing and Urban Development who was to address the 85th annual meeting of the American Transit Association in San Francisco.

Haar’s office administers the Urban Mass Transportation Program, which enabled the District this year to meet its equipment needs.

Also here for a look at where the new buses will be assigned to improve service on neighborhood lines and free later model coaches for transbay commute service, was Leo J. Cusick,

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Transit wives
Sample AC Transit Bus service

The East Bay's bus system was eyed by an attractive group of well-traveled experts this month—the wives of transit leaders of North America. While their husbands considered transportation problems at the convention of the American Transit Association in San Francisco, wives socialized on the east side of the Bay—and sampled the efficiency of AC Transit's fleet of modern buses and freeway-gared city side service.

The women were delivered by boat at Oakland's Clay St. pier after a harbor tour of the Bay and were picked up by District buses for a quick shuttle to Jack London Square and an Oriental luncheon at the Macro Polo.

After a fashion show featuring travel-adapted clothes from Yen Yen of Malaysia, the women boarded AC Transit buses for a look at Oakland and Berkeley. Leading the caravan was the 77-passenger Freeway Train—only twin bus of its kind in urban service. Wives of directors and executives of AC Transit and BART served as hostesses.

Yesterday I took the R bus...to San Francisco...for the first time, and enjoyed the trip immensely. For the first time in about 20 years, I really saw San Francisco, the skyline, the shopping district, the new buildings...It was wonderful to be free of driving my car and not have to look for some lamp-post to hang it on while shopping! And to top it all, it was much less expensive than taking my car...when I realize how simple and easy it is to get to San Francisco, I could kick myself for not using your bus before this...

Mrs. C. F. Scheerer
San Leandro

I wish to report a personal experience which illustrates the excellent service and attitude shown by several of your employees and particularly A. W. Perry of Division 2 (Maintenance Foreman)...Apparently my wallet fell out of my coat on the seat while on a chartered tour...the operator called...to give me the message about finding the wallet...From what I could gather, Mr. Perry turned in the wallet...others, including a courteous and friendly dispatcher, took over and accomplished an unusual job of service and for that matter, consideration beyond the call of duty...I wanted to tell you how fortunate you are to have men of Mr. Perry's caliber and of the others...

Alexis Shelokov
Bethesda, Md.

My wife and I are customers of public transportation and we deeply appreciate the splendid service that is rendered by the AC Transit employees...Words could not say or express our admiration for the extraordinary remarkable service that is rendered by busy operator number 1633 (A. C. Guiliani)...the wife and I ride on the 11 bus very often and noted the remarkable service...

Alexander Berger
Oakland

Maintenance workers take Crusade lead

E. A. Williams, veteran mechanic at Emeryville Division, led off as the first employee to give a “Fair Share” — one hour’s pay each month — to United Crusade.

Williams, who made his pledge before the drive officially got underway, was closely followed by another maintenance worker, Roy M. Cobern, new service employee at Richmond Division.

Operators Carl B. Miller, at Richmond, and Samuel L. Morgan, Jr., first to be “pinned” last year, were among the drivers who again pledged.

Williams, mechanic for the past 29 years, received his gold and red pin first to be “pinned” last year, were to the Crusade. Among the 68 who gave a “Fair Share” were the following:

Executive and General Offices

Emeryville Division


Mechanical: E. A. Williams, H. P. Radcliffe, Lloyd L. Smith.

Richmond Division
Mechanical: Roy M. Cobern.

Seminary Division
Safety-Training: C. L. Rush.

Passenger revenue showed a healthy gain in August as the number of riders carried on East Bay and transbay lines took a noticeable upward swing.

Revenue from passengers totaled $1,142,674, an increase of $103,533 or 9.96 percent over $1,039,141 collected in August, 1965. Of the total, revenue on East Bay lines was up 8.12 percent and on transbay service, 12.45 percent.

The number of riders carried by the District reached 4,071,496, an increase of 5.31 percent over the rider tally a year ago. Commute book sales also were up, with a total of $102,836 for the month, an increase of 6.2 percent over sales of $100,000 for last August.

The District operated 1,925,732 miles of service, an increase of 45,699 miles or 2.4 percent over year-ago mileage. Operational costs reached $1,142,674, an increase of $103,533 or 9.96 percent over expenses in August of 1965.

Total income of $1,470,517 was sufficient to cover the month’s operation expenses, bond debt requirements and most equipment replacement costs, leaving a deficit for the month of $7,901.

Nationally, the industry showed a passenger revenue increase of 4.51 percent for the month.
District on job
At first annual 'East Bay Job Fair'

WORK WE DO — Instructor W. L. "Pete" Dodson explains AC Transit skills to visitor at East Bay Job Fair.

A dramatic photo display of AC Transit workers "on-the-job" added both interest and information to the District's participation in the first annual East Bay Job Fair in Oakland.

The photographs illustrated the work handled by the District's employees and indicated the skills required to fill a job.

As one of 127 participating firms and organizations, AC Transit staffed a booth to answer questions about employment possibilities and where to go to apply for a job with the District.

Manning the booth were three instructors, W. L. "Pete" Dodson, Robert Ballard and Clem Redmon. Also on hand were H. M. Davis, executive assistant to the general manager and G. G. Wadsworth, safety engineer.

It's welcome time for New district workers

New District workers include:

General offices
Treasurer: Michael Pulipher, of Oakland, junior typist clerk.

Emeryville Division
Bus Operators: Cuney Clemons, Jr., Charles Dickson, Johnnie Johnson, Jr., all of Oakland; R. E. Drah and Herman Gilbert, of Berkeley; D. W. Maxion, Colma; R. R. Blair, San Francisco.

Richmond Division
Auto Maintenance: Walter J. Chulata, Oakland, service employee.

Bus operator: J. W. Hall, Richmond.

Seminary Division

Bus Operators: W. T. Portteus, Jr., and Amy Martinez, both of Hayward; G. R. Chamberlain, Bethel Island; H. A. Fields, Oakland; J. D. Osborne, Newark.

Long-time driver to Keep rolling — for fun

Fred Trembath, who liked the "dang, dang, dang" of the street cars, as well as the fun of wheeling a bus around, received a disability pension effective Sept. 1, officially closing 21 years "in transit."

Trembath, of 3310 Georgia St., Oakland went to work for the Key System as a motorman in 1945 and switched to motor coaches in 1948. His most regular run was the MacArthur Blvd. line, where he spent five years.

Transportation — or lack of it — brought him to Oakland from San Francisco in 1935; ferry boats didn't run at the hours to match his night working time. He joined the Key System after a wartime stint at shipyards.

Driving still is Trembath's "hobby" — and ahead are planned trips.

New safety record

Seminary Division drivers went over the top in September with a safe driving tally of 14,502 miles per accident. Their record was the first to break the new goal of 12,750 miles.
At an adjourned regular meeting Sept. 28, the Board of Directors:

- Increased fire insurance protection on all District properties to cover 100 per cent of true replacement cost, on motion of Director Rinehart.
- Awarded contract to Shell Oil Co. for furnishing diesel fuel, gasoline and other petroleum products, on motion of Vice President McDonnell.

**Arrivals boost new Bus roster to 401**

(Continued from Page 1)

The buses, which bring to 401 the number of modern coaches in AC Transit’s fleet, were purchased with the aid of a Federal grant of $410,000 — half of the purchase price of $820,000.

With reserve funds to buy only half of the 30 buses needed for fleet modernization, the District asked for — and received — the aid under a Federal grant program dedicated to coordinating urban transportation systems as part of the planned development of whole metropolitan areas.

In all, more than $1,140,000 has been earmarked for projects involving AC Transit. An earlier grant is helping to equip the system’s basic fleet of 300 buses with a two-way radio network.

The government also is helping to finance a $790,500 study to coordinate future transit service operated by Bay Area Rapid Transit District, San Francisco Municipal Railway and AC Transit.

In his appearance in San Francisco, Haar pointed out that transit systems are not just a local utility, but have to be designed and operated as a part of the urban complex.

He said his department’s function was to improve the conditions of urban life.

“Certainly, with only a fraction of the time and cost of placing a man on the moon, we can find better ways than we have for getting the man home for dinner…” he said.