DOWN TO BUSINESS — John L. McDonnell, right, newly elected president of Board of Directors, and William E. Berk, vice president, face first challenge — preliminary figures on budget requirements.

New officers elected
To head transit board

John L. McDonnell was elected this month as president of AC Transit's board of directors, taking over District leadership during a year when challenges can be expected along with continued progress.

A member of the Board since the District was created by voters in November, 1956, McDonnell brings to the post a backlog of experience in business and community activity.

Elected as vice president was William E. Berk, also a well-known East Bay businessman and civic leader.

Northbound buses move
Off Broadway; parallel Service runs smoothly

Almost without a hitch, all northbound buses moved off Broadway between 9th and 22nd Sts. this month to clear the way for Bay Area Rapid Transit construction — a detour unduplicated in downtown Oakland history.

Buses were routed to Franklin St., where briskly-moving parallel service was offered to passengers.

Southbound buses continued to use Broadway, keeping to schedules with the aid of barricaded roadways.

The new traffic pattern is expected to be in effect for two years and potentially concerns the riding habits of more than 80,000 passengers, carried into and out of the downtown section daily by AC Transit buses.

The change was necessitated by BARTD construction of the Broadway subway, including stations at 12th and 19th Sts. The switch was made in a single move, rather than piecemeal, to minimize inconvenience and confusion.

On the part of District personnel, it meant a detailed job of planning — including the moving of 642 bus schedules a day from Broadway to Franklin. Affected were the boarding habits of passengers using 15 different bus lines — who found their stops in

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New service pattern goes into effect; Rapid transit work changes Broadway
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virtually identical locations, one block east.

Coach stop poles and signs were moved ahead of time to the new locations, benches went along, and the city painted curbs red to mark loading zones. Meters were capped and signs posted to prohibit automobile parking on the east side of Franklin St. between 10 a.m. and 6 p.m. to facilitate the movement of the buses.

On Broadway, signs were posted at abandoned stops, advising passengers they would find bus service one block away. Stops also were changed on bus lines that cross Broadway, so riders could make convenient connections with northbound coaches on Franklin.

The change was well publicized ahead of time in newspaper ads and releases and in radio announcement. Car cards were posted in all buses, notifying passengers of the routing.

Under the new traffic pattern, buses which normally travel north on Telegraph Ave. are turning off Franklin at 15th St. and crossing Broadway to stop at the Latham Square shelter before proceeding on usual routing.

Other buses continue north on Franklin, returning to regular route on 20th, 21st or 22nd Sts. It was the first time in Oakland's transportation history that scheduled transit service was removed from the street on northbound trips.

Since the first horse car left the foot of Broadway on Oct. 30, 1869, major transportation carriers - from hay burners to diesel - have traveled northward on Broadway, with wheels stopped only during parades and strikes. Northbound automobile traffic also was being restricted.

**CHANGED ROUTING** - Map shows new northbound routing of bus lines moved to Franklin St. for construction of rapid transit facilities.

**Fifth award for Maintenance efficiency**

AC Transit's high level of equipment maintenance has been recognized for the fifth time, with the District again winning the Fleet Owner Maintenance Efficiency Award.

The Award, given by Fleet Owner, national trade magazine, pays tribute to achievement of best balance between low maintenance costs and reliable, trouble-free operation. Particularly, it reflects efficiency in shop procedures and practices.

Patience, tolerance - and ability - shown by Supervisor A. P. Valtakis in handling school children at loading areas has won for him the District's top honor, the Golden Wheel Award.

Valtakis was selected for the award after W. P. Beall, chief of the Berkeley Police Department, wrote to compliment the supervisor for the "outstanding and effective" manner in which he controlled large groups of children.

The letter credited Valtakis with controlling even the most obstreperous youngsters and said any success Berkeley police had in reducing juvenile problems on buses and at boarding points was "enhanced by contributions made by Valtakis."

Presentation of a lapel pin, certificate and $50 U.S. Savings Bond was made to the supervisor by H. M. Davis, executive assistant to General Manager K. F. Hensel. Appropriately, the honor was extended on Valtakis' 52nd birthday, Dec. 27.

The date also marked the 21st anniversary of the day Valtakis qualified as a street car motorman at the old Central car barns - start of his transit career.

The supervisor left his teaching studies at University of California in 1941 to serve in the Army. He returned at the end of World War II to work on the street cars and as a bus driver, but was recalled by the Army for a special assignment in 1948.

Duty in Korea followed, where Valtakis said his experiences as adviser for 3,000 Koreans on the front lines helped equip him "to get along with anybody."

He returned to become a dispatcher in 1954 and was appointed a supervisor in Sept., 1963. Valtakis and his wife, Rosemary, a mathematics teacher, have five children, ranging in age from 8 to 24, and six grandchildren.

The family home is at 3011 Logan St., Oakland.
First you  
Start with 
A rock . . .

Operator R. E. Elkinton went looking for gold; found rocks instead—and couldn’t be happier.

A driver at the Richmond Division, Elkinton has progressed now beyond the rockhound stage and is a lapidary—one who cuts and polishes stones and in his case, makes them into jewelry.

He gives the jewelry away and last month, particularly, had no Christmas gift problems—he had his made.

It was a bus passenger on Line 69 who got Elkinton “hooked” on stones two years ago.

He joined the passenger on some prospecting trips on the Trinity and Feather rivers and while looking for gold, the friend kept an eye out for semi-precious stones. Elkinton also started picking up samples. Then he bought a tumbler and made the discovery that a dull-looking rock can take on the gleam, color and interest of a jewel. “They just come alive,” is the way Elkinton explains it.

Brilliant stones

The operator now has a machine that cuts, grinds and polishes and “in just about an hour” turns a rock into a brilliant stone.

He buys his “raw material” from a lapidary shop, picking up small slabs with names of intrigue—moss agate from Arizona, a tawny tiger eye and a blue tiger eye from Africa, gold obidian and blood stone from Oregon. But his toughest job is a piece of petrified wood. Elkinton has spent six months working on a piece that he now has shaped into a rough looking button. Harder than stone, the petrified wood has a matchmate—a translucent, shadowy grey cuff link—a goal well worth matching.

A former truck driver, Elkinton, 45, works the night board and finds time for his hobby during the day, working in a garage behind his apartment at 38-13th St., Richmond. He also has an interest in archery—with a target in view, rather than hunting.

Contributors to transit progress  
Finish job; plan retirement schedule

The “crying towel” is about to lose its status in the office of T. P. McLean, superintendent of Seminary Division.

“Mac,” who in 44 years of service has worked with almost everybody on the property, has applied for retirement April 1—just after his 67th birthday.

The towel, which hangs on his wall, proclaims a philosophy familiar to many an operator:

“The boss isn’t always right, but he’s boss.” And no crying!

McLean, who believes in “treating everybody the way I’d like to be treated myself,” has retirement plans for more gardening at his home, 14845 Midland Rd., San Leandro, and for continued bowling and short trips.

He started as a street car conductor in 1923, worked many a shift as a one-man operator, moved to bus driving in 1933, became an instructor, then a supervisor, and, in 1946, superintendent of street cars. A year later, he was promoted to superintendent of Seminary Division.

Veterans just recently pensioned include:

C. F. Warfield, 65, accounting supervisor at the General Office. Warfield, now living at 1161 Leisure Lane, Manor 2, Walnut Creek, went to work for Key System in 1946 as a senior accountant. He is an expert at small boat sailing and photography, is a developing author and, with his wife, is a new bicycle riding fan.

Ira G. Bass, 66, 1153 McKinley Ave., Oakland, went to work for Key System in 1929 as a motorman, soon switched to buses. He spent most of his driving time on the transbay C and E lines, and will devote his spare time now to oil and water color painting.

Samuel F. Rigley, 69, 2400 Pepper Dr., Concord, worked as fireman and engineer of the Buffalo division of the Pennsylvania Railroad before he came to Key System in 1945... after “shivering around long enough in that cab in sub-zero weather.”

He organized the Key System Post of the American Legion and as an active member of the Carmen’s Union, was on the Board of Governors for the Benevolent Fund. He plans now to do some trailer traveling.

Louis Paulsen, born on Christmas Day, 1900, and retired on New Year’s Day, 1967, worked on the one-man cars after entering service in 1935. He moved over to buses in 1938 and also spent a lot of time on Lines C and E. He’s already enjoying “getting up late” at a home he built in Felton.

Clifford D. Robbins, pensioned effective Feb. 1—his 66th birthday—started in 1941 as a train conductor, moved to bus driving in 1958 and spent his whole time on the Grove St. and 14th Ave. lines (No. 15).

He and his wife, Ruth, also a former train conductor, are planning trips from their home, 117 Bristol Blvd., San Leandro.

OUT OF THE WINDOW — A life-time in transit is being wrapped up by T. P. McLean, transportation superintendent at Seminary Division and another of the transportation veterans shifting to retirement.
Directors face year of challenge
(Continued from Page 1)

McDonnell, 59, owner of nurseries in Oakland, Orinda and Walnut Creek, has served for the past two years as vice president under William H. Coburn, Jr., who steps down as head of the board. Coburn, a Berkeley attorney, will continue to serve as director of Ward I.

The new officers are assuming duties in a period when the District will face the anticipated necessity of seeking additional financial support from sources other than passenger revenue and property taxes.

During the year ahead, the Board also will be sifting forthcoming recommendations resulting from a two-year study of the Northern California Demonstration Project, to coordinate East Bay and San Francisco transportation services with the rapid transit network.

McDonnell, of 5109 Cochrane Ave., Oakland, is active in business and professional circles and is well known for his dedication to church affairs as a Catholic layman.

Among old-time Key System employees, he has a memorable tie with transportation as nephew of the late James McNamara, who retired in 1947 as maintenance superintendent after a 52-year span which ranged from the first trolley to motor coach operations.

Another uncle was the late Joe McNamara — known affectionately as "Bunco Joe" at every Key division. A veteran street car motorman until he was injured in the job, "Bunco Joe" was a supplier of coin changers and other paraphernalia for early workers.

Economy in Service
Berk, first elected to the board in 1960, as director of Ward II, has stressed economy and better service for transit users and taxpayers.

A native of Richmond, he is president of Timmons and Berk, Inc., a plumbing contracting firm, and is active in a dozen housing, building and contracting associations, as well as in civic and social organizations.

He is a director of Columbus Founders Savings and Loan Assn. and the Richmond Chamber of Commerce.

In Memoriam
JAMES C. McBRIEN, 88, one of the last veterans of early ferry boat days, died Nov. 10. A chief engineer when he retired in 1940, Mr. McBrien went to work in 1905 on the third Key Route boat, the "San Francisco." He retained a keen memory — and interest — in transit history. Mr. McBrien lived at 5425 Thomas Ave., Oakland.

GASTON P. SALLES, 68, died on Nov. 9, a year after he retired from the stores department. Salles, who lived at 1624 Curtis St., Berkeley, went to work as a stock clerk in 1945 after he lost his right hand in an accident. He was a champion in the field of growing roses, with a collection of trophies, ribbons and a national reputation.

LAWRENCE JENSEN, 75, of 551 West Grand Ave., class A mechanic who worked on trains, street cars and buses during his years of service, 1926 until 1934, when he switched to buses. He was pensioned in 1957.

Passenger revenue showed an increase in November, totaling $1,132,254, up $54,961 or 5.1 per cent over revenue of $1,077,293 collected in November, 1965.

The number of passengers carried, however, totaled 4,297,350, a decrease of 1.7 per cent. Of the total rider count, East Bay lines was down 3.57 per cent, while transbay lines showed an increase of 3.92 per cent.

Transbay commute book sales were up, reaching $187,440, an increase of 1.8 per cent over year-ago sales of $184,141.

Revenue increases were attributed primarily to a raise in transbay commute rates and East Bay children's fares which went into effect last January.

The district operated 1,921,086 miles of service, an increase of 24,392 miles or 1.29 per cent over mileage of the same month in 1965. Operational costs reached $1,286,933, up $103,359 or 8.73 per cent.

Total income of $1,447,430 was sufficient to cover all operational costs and bond debt requirements, but leaving a deficit in depreciation reserves for the month of $24,918.

The transit industry nationally indicate a riding decrease of 0.81 per cent.

New passenger shelter for downtown Oakland
A new transit passenger shelter will be built in downtown Oakland at the City Hall Plaza on 14th St., between Broadway and Washington St. The construction, estimated to cost $45,000, will provide shelter for approximately 2,000 riders who use the loading area for transbay service and for local lines.

The Downtown Property Owners Assn. and the transit district will pay for the cost of the shelter, and the City of Oakland will provide landscaping and maintenance.
At an adjourned regular meeting Dec. 28, the Board of Directors:

- Extended improvements in pension plan to all non-contract employees, on motion of Vice President McDonnell.
- Requested comprehensive study of service needs and traffic potentials in areas of West Contra Costa County, including area of Sherwood Forest and Tara Hills, and expressed no objection to an extension of time for Sherwood Forest to commence annexation proceedings, on motion of Director Berk.

At a regular meeting Jan. 11, the Board of Directors:

- Elected Director McDonnell President of the Board, on motion of Director Bettencourt. (See story, Pg. 1).
- Elected Director Berk Vice President of the Board, on motion of Director Warren.
- Engaged Mund, McLaurin & Co., insurance analysts, to survey District insurance coverage, on motion of Director Rinehart.
- Denied request from Radio Corporation of America for extension of time to complete installation of two-way bus radio system, on motion of Director Berk.
- Authorized Director Coburn, General Manager and Executive Assistant to General Manager to attend special meeting of American Transit Association, on motion of Director Copeland.

**Additional workers join AC Transit family**

A District welcome was in order this month for following new workers:

**General Office**
Accounting: Rhea M. Ahn of Albany, secretary.
Treasury: Leslie F. Saywell of Hayward, cashier clerk.