Joint engineering study on bay area
Transit coordination in final stage

AC Transit's customers — the 200,000 passengers who ride with the District each day — may get their first inkling in the next month or two on how their bus service will dovetail with the rapid transit system.

The complex engineering study on how existing East Bay and San Francisco services can be coordinated with the new rapid transit now is in its final stages. With the "leg work" finished, engineers are preparing final reports before concluding their study.

Interpretation of their findings and the exact pattern of service that will evolve may be months in the future — but the massive job of planning a practical method of tying together existing surface transportation with the rail system nevertheless is approaching completion.

Two Year Project

For nearly two years, the Northern California Demonstration Project has been concerned with studying the coordination of surface and rail networks. AC Transit, Bay Area Rapid Transit District and the San Francisco Public Utilities Commission have paid the costs of the $792,500 study, with the aid of Federal funds. Top engineers, experts in a variety of fields — and thousands of passengers on both sides of the Bay — have participated in the fact-finding.

Increase in transbay Travel keeps District Riding out in front

Steady growth on transbay bus lines enabled AC Transit to continue its "up and up" riding trend during the 1966 calendar year.

District buses carried 13,621,609 transbay passengers during the year, an increase of 7.13 per cent over the 12,715,438 who rode in 1965.

The latest total is a boost of 41.7 per cent over the 9,617,500 passengers who rode on Bay Bridge buses in 1960 when the District commenced service.

The number of passengers carried on East Bay lines showed a decrease of 1.04 per cent during 1966, however. The East Bay rider count was 38,239,033, compared to estimates of 38,641,512 for 1965.

Total patronage, excluding charter bus passengers, hit 51,860,642, topping the previous year's tally by 0.98 per cent and representing an overall gain since 1960 of 10 per cent.

With "only" the detailed final reports to be completed, the three transit agencies can expect the intricate "package" of findings by mid-spring.

Recommendations then will be studied by the agencies involved and a final service pattern devised for the hundreds of thousands of transit riders.
This coyote would rather ride than Walk—finds 'Mo' a friendly driver

Although bus drivers more usually are her business, Mrs. G. L. Modjeski, chief clerk at AC Transit's Emeryville Division, could add a new category this month—a friendly coyote.

"Mo" was home for lunch at 448 McAuley St., Oakland, when neighbors told her a coyote was in front.

After years of working with operators, "Mo" was not about to be shook by any "little bitty thing with four legs and a bushy tail."

"It was a coyote, all right, but it looked hungry, so I got out some ham started to feed it," she explained.

While "Mo" made friends with the coyote, a neighbor called the pound—mistakenly getting Alameda. She was assured there "hasn't been a coyote in these parts for years."

From her description, came added certainty:

"Lady, that's a collie!"

"Mo" not only knew a coyote when she saw one, but by this time she knew one who liked to eat, and be petted.

She decided to drive the animal to the police station, on theory it was a lost pet. The coyote willingly jumped into the car and "Mo" drove off, with the coyote leaning on her shoulder and drooling happily.

They were enjoying this rapport when "Mo" spotted Police Officer Charles Heidler in a patrol car. Heidler, who might have been surprised, wasn't. He knew the coyote.

"Mo" and her passenger—who by this time had jumped in the front seat, followed the officer to a house at 448 61st St. At this point, the coyote balked. His folks weren't home and he didn't want to put his head back into the collar that ordinarily chains him to the porch.

Instead, he wanted to hold Officer Heidler's hand in his mouth.

"Mo" left the officer with some ham for a substitute, returned to work with a unique excuse for being late.

Heidler, deciding "discretion was the better part of valor," went to a neighbor's house to phone.

At the neighbor's invitation, the coyote was coaxed inside until his owner could be summoned from University of California.

The coyote, Raja, 11-months old, was bottle-raised by John Kelley, sociologist, and his wife, Sarita. Carried in a pocket to the campus for several months, he is quite intelligent.

He even ran through the whole bit again with "Mo" for a Transit Times photographer—getting in some new licks.

"He loves everybody," according to Kelley. "He thinks he's a people."

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LONG ON FASHION — The District's articulated bus, the "Freeway Train," is used as background for this two-page fashion spread in the women's section of the Oakland Tribune—one of several features highlighted by the newspaper in connection with a benefit symphony concert.

Freeway Train debuts In newspaper fashions

The District's articulated bus, the "Freeway Train," has acquired added glamour after appearing as a high-fashion backdrop for a two-page spread in the women's section of the Oakland Tribune.

A tricky layout featured the bus as backdrop for models, dressed in fashions appropriate for attending a concert given by the Oakland Symphony Orchestra, for benefit of the Oakland National Repertory Theater.

A photograph of the bus was spread across two pages, and cut-outs of the models posed along the side and on top. To further tie-in AC Transit with the benefit concert, fashion editors had one of the models holding a District timetable. Care was taken to pose the models so the District emblem and name were distinguishable.

Publicity on society pages also featured use of chartered bus service by socialites and celebrities to ride direct to doors of the Oakland Coliseum, stressing that this has become the "in" way of "junketing" to different events.

ASSURANCE SOUGHT FROM CONTRA COSTA COUNTY IN ANNEXATION STUDY

Before AC Transit gives any extensive study to annexing all of Contra Costa County into its service area, Directors want assurance from county and city governments that they generally favor affiliation with the district.

The Board of Directors made this clear this month in reply to a resolution from the Contra Costa County Board of Supervisors, requesting an area-wide annexation study.

The Supervisors asked AC Transit to make a study into feasibility of extending boundaries to annex the entire county—with provision that the study be made at no cost to Contra Costa County.

Directors answered they would want to ascertain that governments involved generally are in favor of annexation—especially since a large part of the county once was in the District and later withdrew.

If there is agreement between cities and county governments on annexation, then steps could be taken to explore possibilities of conducting a feasibility study, Directors said.

Richmond division remodeling planned
To accommodate BART right-of-way

The District took steps this month to maintain the Richmond Division at its present location, relocating facilities as necessary to clear a strip of land required by Bay Area Rapid Transit for a rail right-of-way.

General Manager K. F. Hensel was authorized by the Board of Directors to prepare preliminary plans and develop costs for the modification project, which will include both relocation and new construction.

The District plans to remodel existing buildings to provide locker rooms and washroom facilities for mechanical employees and office space for the maintenance department.

The present wash rack and steam cleaner will be relocated, and underground facilities and lighting standards will be moved. New construction will include tire storage facilities adjacent to existing building; a fuel island and a new entrance gate on 21st St.

The cleared strip of land, to be turned over to BARTD by Oct. 1, fronts on the Southern Pacific right-of-way and consists of a strip 1,000 feet long and 37 feet wide, totaling 34,487 square feet. The division, home base for 130 buses, now includes 269,755 square feet.

New employees welcomed to AC Transit

New District workers include:

**General Office**
Accounting: Bernice Pate, of Richmond, junior clerk.

**Emeryville Division**
Maintenance: James T. Pierce, El Sobrante, service employee.

**Richmond Division**

**Seminary Division**
Bus Operators: W. R. Rhine, Oakland; Gokway Lum, San Leandro; S. J. Galioto, Hayward; E. J. Wales, Livermore.

Transfers are fun
This driver collects for young rider

Bus operator Victor Jacobsen, 64, added some rare “paper” this month to the transfer collection of a young girl. He also added an example of thoughtfulness to the District’s collection of driver courtesies.

Jacobsen learned about the hobby of Debbie Kahane, nearly 14, from her mother, a regular passenger on his Line K bus. Debbie started collecting transfers two years ago — by symbol and in sequence — after riding with AC Transit to school.

Jacobsen, of 5921 Merriewood Dr., Oakland, had his own souvenir — a Treasure Island transfer punched in 1939, when he was driving to the Golden Gate International Exposition. One day on the bus he gave it to the mother to pass along to Debbie.

“I thought it would mean more to the little girl than to me.”

When Mrs. Sidney Kahane, of 1039 Rose Ave., Oakland, reported Debbie’s excitement over the gift, Jacobsen had another thought.

He wrote to Transit Times, asking if a line transfer from the Key System trains could be located and sent to the girl for her collection.

A check was made of veteran workers and pensioners. All could remember train transfers, but nobody had any.

A sample of a transfer issued in 1956 for train lines A, B, C, E, and F finally was located in a record book in the scheduling department — the only duplicate that could be spared.

He gave the orange bit of paper to the girl at her home. For Debbie, the addition was “just great — really great.”

For her parents, refugees from Germany — and in her father’s case — a survivor of four years in a concentration camp — the gesture seemed almost unbelievable.

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But in keeping, somehow, with an unusual daughter who “lives in the library,” is a “straight A” student at Piedmont High, loves to write, has a keen interest in American history and believes that everything — even a record of a bus trip — is “just real exciting.”
Passenger revenue showed a slight increase in December, totaling $1,147,079, up $18,943 or 1.68 per cent over revenue tallied the same month a year ago.

The number of passengers carried totaled 4,275,618, a decrease of 4.03 per cent below a year ago. Transbay lines showed a passenger decrease for the first time during the year, dropping 0.13 per cent, while East Bay lines were down 5.35 per cent. Transbay commute book sales also were down, with a total of $170,744, a decrease of 7.2 per cent below sales in December, 1965.

The District operated 1,936,305 miles of service, a decrease of 38,466 miles or 1.95 per cent compared to year-ago mileage of 1,974,771. Operational costs reached $1,255,980, up $60,431 or 5.05 per cent. Total income of $1,449,766 was sufficient to cover operational costs, depreciation and bond debt requirements.

The transit industry nationally indicated a riding decrease of 2.37 per cent.

Committee chairmen named for year

After formal board approval of an increase in the number of standing committees from three to five, newly-elected president John L. McDonnell made the following appointments:

Director William J. Bettencourt will head the District's project development committee, while Director Robert M. Copeland will serve as chairman of the committee on advertising and public relations.

Director Ray H. Rinehart will remain as chairman of the finance committee; Director William H. Coburn, Jr., will head the committee on personnel, and Director E. Guy Warren, the committee on legislation and land.

Adolph A. Meseke, 66, retiring at the same time as his boss, T. P. McLean, thinks "Mac" can beat him at bowling, but not at raising flowers.

He worked on the trains as conductor and motorman from 1945 until 1958, spent most of his bus driving time on the Dutton line in San Leandro. Meseke plans to do his gardening at home, 9920 D St., Oakland, interspersed with some traveling.

Emil Scala, 65, of 1553 Alice St., who, as business agent, represented maintenance department workers in union activities for more than 18 years, took his pension effective Feb. 1.

Scala spent 43 years in New York before he came west and went to work as a mechanic for the Key System in 1944. An avid reader, especially of National Geographic magazines, he has keen interest — and a long collection of facts — concerning the North and South Poles.

A LOT OF MILEAGE — V. A. Ruckman, top man on the seniority list, turns in his stock for the last time. He drove buses for 41 years, started with a 16-passenger Dodge.

Life of leisure beckons old-timers

After four months at the top of the seniority list, V. A. Ruckman, 66, has given up his rank as "longest-in-service" bus driver to join other veterans in retirement.

Ruckman, of 4514 Webster St., Oakland, shifted gears for the last time this month on the Transbay Piedmont line, taking his pension effective March 1. He started as a street car conductor in 1924 and has been driving buses since March, 1925.

After chugging on the Chabot Rd. and Excelsior Ave. lines, Ruckman helped inaugurate bus service on Telegraph Ave. in 1927, later spent 12 years driving the Richmond line. In retirement, he's considering a "far out" occupation — commercial fishing.

With his retirement March 1, A. H. Hess, 65, and his wife, Geneva, a long-time Key System cashier, will be freed for more dedicated activities in connection with Mormon temples throughout the West.

Hess was a missionary for the church in Switzerland and Germany before he went to work for the Key System in 1938. The family home is at 5646 Ocean View Dr., Oakland.

One of the "whistle blowers" on the trains for a number of years, he also worked freight cars for the Oakland Terminal Railway. He moved to buses in 1958. ended up career on the Broadway Terrace line.

E. I. Byan, 1239 Park Ave., Alameda, forced by illness to end his driving career, retires effective March 1. He went to work as a driver in April, 1941, died most of his rolling on Lines 51 and 18. He will divide his activities between rental property in Alameda and a vacation home at Clear Lake.

M. S. Hatten, 54, 7545 Bridgot Dr., Rohnert Park, Calif., employed as a bus driver in March, 1951, was retired Feb. 1 because of illness.
At an adjourned regular meeting Jan. 25, the Board of Directors:

- Authorized District representative to receive Fleet Owner Maintenance Award March 30, on motion of Director Coburn.
- Adopted prescribed resolution regarding procedures to equalize property tax levy in Contra Costa County for 1967-68 fiscal year beginning July 1, on motion of Director Coburn.
- Commended Director Coburn for his two years as President of Board of Directors, on motion of Director Copeland.
- Declared as surplus obsolete 1200 model bus and authorized its sale to Berkeley Police Department at a minimum of $100, on motion of Director Copeland.

At a regular meeting Feb. 8, the Board of Directors:

- Approved Saturday service on Tennyson Rd. line (No. 91), on motion of Director Bettencourt.
- Authorized engineering services for reconstruction program at Richmond Division, on motion of Director Coburn. (See story, Pg. 4.)
- Approved policy statement on proposed transit feasibility study for portions of Contra Costa County, on motion of Director Rinehart. (See story, Pg. 3.)

Service improvements benefit riders

Service improvements, approved by the Board of Directors, include:

- Extension of operations of Tennyson Rd. line (No. 91) in southwest Hayward from weekday service to include Saturdays.
- Addition of transbay Line B trips into Oakland Naval Supply Center.
- Scheduling of additional buses on Lines S (Palma Ceia-San Lorenzo); Line 32 (Hayward-Oakland Express); Line 33 (Oakland-Berkeley Express); Line 34C (Oakland-San Leandro-Castro Valley) and Line 57C, Oakland Coliseum-industrial park, to meet increasing demands of traffic.