An improved diesel bus, promising faster acceleration, higher speeds and better braking, will be given a trial by AC Transit.

Developed by General Motors, the bus is similar to 51-passenger models already a part of the district fleet.

But “refinements” include more power and greater pick-up, an improvement which could speed up schedules, resulting in more efficient and economical use of equipment while providing faster service.

General Manager K. F. Hensel, given approval by the board of directors to try the bus on different network lines, expected to test the coach for several weeks before reaching a decision on its adaptability for East Bay local service and transbay freeway express lines.

The bus has a dual range transmission, which provides maximum speed for freeway use and a low speed for use on certain hills. It is powered by an eight cylinder diesel engine—two more cylinders than the engine now in use.

Built into the engine is a Jacob's retarder, which automatically slows down the speed when the foot is removed from the throttle, adding to braking action.

The demonstrator model also has an improvement in air suspension, and steering is easier for the operator, with more efficient automatic returnability of the wheel.
New appointments at divisions

R. M. Detloff, 54, assistant superintendent at Seminary Division for the past five years, has taken over as head of the East Oakland property, with retirement of T. P. McLean. Detloff, who lives at 882 Seaview Dr., El Cerrito, went to work for Key System in 1941 as a street car operator and was made supervisor 2 1/2 years later, a post he held until he went to Seminary as assistant superintendent in 1961.

Other supervisory changes, effective with McLean's retirement, include:

Transfer of L. L. McDonald, 49, of 30453 Hoylake St., Hayward, from Richmond Division to assistant superintendent at Seminary. He started driving bus in 1945, left in 1949 to return to Illinois, but came back in 1951 to again take over the wheel. Subsequently, he has been a training instructor, supervisor and central dispatcher.

Taking over as assistant superintendent at Richmond will be L. H. Minear, 54, of 2227 Manchester Rd., San Leandro. Minear started on the trains 30 years ago, worked as a conductor, motorman and brakeman; worked on the ferry pier; moved to Oakland Terminal Railway to handle freight switching started driving bus in 1941, then moved on to supervisor and central dispatch.

W. T. Gauer, 48, 5847 Van Fleet St., Richmond, who started as a bus driver in 1945 and has been sitting at the controls of central dispatch for the past 2 1/2 years, moves into Minear's post as assistant superintendent at Emeryville Division. He was made a supervisor in 1949.

Passenger revenue totaled $1,126,091 in January, down $22,456 or 1.96 percent below the $1,148,547 collected during the same month in 1966.

Passengers carried numbering 4,238,931 also was down for the month, a decrease of 2.99 percent below the 4,416,086 who rode in January, 1966. Of the rider count, East Bay lines showed a decrease of 4.97 percent, while transbay lines recorded a gain of 2.87 percent. Transbay commute book sales also were up, reaching $193,991, a 4.0 percent increase over year-ago sales.

The drop in revenue was attributed to particularly adverse weather conditions for the month as compared to January of last year.

The district operated 1,963,763 miles of service, up 33,552 miles or 1.23 percent over last January's mileage. Operational costs reached $1,296,624, a boost of $94,275 or 7.94 percent over costs tallied a year ago.

Total income of $1,442,606 was sufficient to cover all operational costs and bond debt requirements, but leaving a deficit in depreciation reserves of $43,050.

Buses added to meet riding increase

New service improvements, to meet patronage increases, include:

Addition of buses to transbay lines A (Kaiser Center N (MacArthur Blvd.), W-1 (Southshore), L-1B (El Sobrante) and T (Treasure Island). Saturday night service also was inaugurated on Line 64 (Southshore).

Other changes included extension of morning trip on Line 7 (Arlington Ave.) in to Richmond, and rerouting of Line 15D to operate both ways on Aliso Ave. The District's special bus service to Golden Gate Fields, Albany took to the field again this month, with a new name—the "Pony Express."
SURPRISE — Workers and pensioners turned out to say a "good-bye" to T. P. McLean, retiring superintendent of Seminary Division. Highlights included, below, left, presentation of retirement pin to "Mac" by R. F. Hensel, general manager. "Mac" in turn, gives pin to operator Clifford D. Robbins.

Happy retirement, 'Mac'

It was a record party—the first send-off of its kind in local memory and a special good-bye for a "special boss," T. P. McLean, long-time superintendent of Seminary Division.

For McLean, retiring after 44 years, it was another "first."

"I can't believe it. I thought I knew everything that was going on and I never even caught anybody fooling around. They sure surprised me!"

The surprise party, planned for "Mac's" last day of work, brought over 1,000 workers and pensioners to the division during an all-day "open house."

Arranged by John Snydam, one of the operators, the festivities began when "Mac" stuck the key in his door at 7:30 a.m.

"The door flew open and there were people with cameras taking pictures," McLean reported. "Sitting in the middle of my desk was a power sprayer. Then they took me to the gilley room and showed me the blackboard."

The blackboard was covered with signs, included a large framed copy of a "come and see me" form, made out in McLean's name, with his badge number, and signed by his operators.

Along with the power sprayer, "Mac" was presented with other garden supplies and gifts. Coffee and doughnuts were served during the day. A cake was cut by "Mac" and his wife, Gladys.

During the party, McLean received what he considered his greatest tribute from the drivers — their acknowledgement:

"You've always been hard, but you've always been fair."

As one of his last official acts, McLean presented a retirement pin to Clifford D. Robbins, 66, of 117 Bristol Blvd., San Leandro, pensioned Feb. 1 after 25 years as train conductor and bus driver.

In turn, McLean received his pin from General Manager K. F. Hensel.

"The only suspicion I had that something might be doing — but nothing at all like this — came the day before when Dale Goodman said, "I'll be seeing you tomorrow! I wondered about that, but didn't expect a send-off like this," McLean admitted.

"I was all right until I started down the stairs for the last time, then I kind of broke up. It's been a long time."
Bus takes role with Berkeley Police

One of the District’s surplus buses has taken on new community importance — and usefulness — as a mobile command post for the Berkeley Police Department, ready to roll into on-the-spot action for any need.

The Board of Directors authorized sale of the 36-passenger bus to the Berkeley department for $100, in line with its policy of cooperating with communities served by the District.

The project was taken from there by the Berkeley Exchange Club, as one of its public services. The bus was painted blue and white and equipped with a radio system. It can be readily moved to the scene of any police problem to serve as a communication system.

The unit was turned over the Berkeley Police Chief William Beall by William H. Coburn, Jr., AC Transit director and a member of the Exchange Club. Also on hand for the presentation were the city’s mayor, city manager, former mayor, fire chief and members of the City Council, along with club officers and members.

New workers welcome To AC Transit jobs

New District workers include:

**General Office**
Accounting: Bart Laughlin, Oakland.

**Emeryville Division**
Maintenance: John Laughlin, Walnut Creek; Alan Hood, San Francisco; James Tracey, Livermore, service employees.


**Richmond Division**
Maintenance: Harvey Connerley, Concord, service employee.


**In Memoriam**

ALFRED E. FRANCIS, 89, of 956 Elgin St., San Lorenzo, pensioned June 1, 1962, from the Emeryville Division maintenance department, died on January 14. A mechanic, he entered service in 1942.

ALDEN S. TILESTON, 84, a member of the accounting department from February, 1926, until retirement in 1955, died February 3 in El Cajon.

SAVINO VALENZANO, 85, 5312 Manila Ave., Oakland, veteran Key System ferry boat deck hand, died February 16.

Transportation veterans work last shift; Start traveling on their own time

The Freeway Train lost its first regular driver this month when Ray W. Stanhope took down his nameplate and took up some traveling on his own.

Stanhope, of 16370 Ria Dr., San Leandro, has been piloting the articulated bus on most of its schedules. He broke in on street cars and buses in 1936 and has been driving since. With retirement, effective May 1, he’s planning “a couple of trips, including one to New England, and some fishing…”

Also fish minded are two other operators, who like Stanhope, are retiring from Seminary Division.

Both share a common fate: their wives catch more fish than they do.

Paul D. Coleman, 62, 135th Ave., San Leandro, has a cruiser waiting on the San Joaquin River and a record to beat—His wife, Gladys, won a derby with her catch of a bass.

Coleman worked in early Key System days, 1925-28, returned to oil fields, came back to buses in 1942.

George E. Plein, 64, 2540 77th Ave., Oakland, moved away from the double-decked buses and slick ice of St. Louis to join Key System in 1945. He worked as a ticket collector in 1953, went to the trains as a conductor in 1957 and returned to driving after Key “broke my heart” by taking off the trains in 1958. He and his wife plan traveling and fishing.

Retiring from Emeryville Division is William E. Hahn, 67, 2431 Overlook Ave., Walnut Creek, a real “old-timer” with 41 years of service. Half of the District’s brother team with longest number of years in service, he plans to chase trout.

Pensioned from maintenance department at Emeryville last month was V. C. Crum, 63, 1602 50th Ave., Oakland, service employee, who went to work in 1946.

First friend of workers to leave

The man who was the first “contact” for thousands of workers, both Key System and AC Transit, retired this month to prospec in different fields.

As supervisor of employment, Martin L. Reite, 65, hired hundreds of men and women — including all of the women bus drivers. He joined the Key System in 1944 and was involved in employment until switching to the charter bureau in August, 1964.

A mining expert by tradition — and expectation — Reite is leaving to develop high-sounding paydirt in the Pinion range of Nevada. He also plans to sub-divide mountain property on Highway 88 in the Sierra Nevada and — at sea level — to build a home on the Northern California coast.

The Reites live at 345 Glendora Circle, Danville.
At an adjourned regular meeting Feb. 21, the Board of Directors:
• Adopted a policy of changing outside auditors every five years on a rotation basis, on motion of Director Rinehart.
• Waived rotation policy regarding present firm of auditors for the current year, on motion of Director Rinehart.

At a regular meeting Mar. 8, the Board of Directors:
• Retained Touche, Ross, Bailey and Smart to perform audit for 1966-67 fiscal year, on motion of Director Rinehart.
• Adopted resolution urging State Legislature to grant diesel fuel tax exemption to local transit operators, on motion of Director Warren.
• Voted to support State Senate Bill 108 regarding establishment of exclusive transit lanes on freeways, on motion of Director Warren.

Timetables put service on ‘best read’ list

AC Transit was in the “best read” class again last year, printing and distributing 1,792,000 pocket timetables—an increase of 5.2 per cent over the 1,703,000 schedules printed in 1965.

The cost of printing the give-away schedules totaled $15,394, an increase of 1.2 per cent over year-ago.

The R and F lines led the transbay field with 60,000 timetables printed for each line. Timetables for express lines totaled 161,000, with Lines 32 and 30 tying for top place with 40,000 each.

Biggest publishing job is done for local lines, with 1,117,000 schedules distributed during calendar year.

Safety mark topped

Drivers from two divisions “dunked” coffee and doughnuts this month for topping the safety goal of 12,750 miles per accident. Richmond Division tallied 13,071 miles per accident, while operators at Seminary rolled up a record of 14,525 miles per accident.