Financial support for Publicly-owned transit Sought on State level

State financing to assist publicly-owned transit systems was sought by the District this month before two legislative committees.

District representatives appeared before the Senate Transportation Committee, headed by Sen. Randolph Collier, and the Assembly Transportation and Commerce Committee, headed by Assemblyman John F. Foran.

Revenue source

The District urged that AC Transit be included in any new, continuing source of revenue from the State, pointing out that transit services cannot be paid out of the fare box alone. Nor can the District continue to call upon local property taxpayers to carry an increasing burden of maintaining the high quality of transportation sufficient to lure travelers from their private automobiles.

District spokesmen urged that State legislation provide year-after-year revenue to aid all publicly-owned transit operations which will be involved in providing coordinated urban transportation services.

Although AC Transit's revenue has increased, expenses have increased at a greater rate, Alan L. Bingham, general manager, pointed out.

"We are of the opinion we cannot call upon our customers or local taxpayers for increasing assistance."

New express slated As District expands Service improvements

A new commuter express, linking the east end of Alameda with downtown Oakland is scheduled to roll early next month when the District moves into a new area to experiment with fast and direct freeway service.

The peak-hour express will further test the concept of bus transit which dips into neighborhoods and makes use of freeways to provide convenient, speedy service of a type which competes favorably with automobiles.

The Alameda express, designated as Line 35, will make use of the Park St. bridge and Nimitz freeway to give workers a direct ride to the Oakland business center. Similar freeway express operations on transbay lines has resulted in continuing rider growth.

With start of service on Dec. 4, the line will become the eighth intercity express inaugurated by the District since it commenced operations in 1960.

Travel time cut

Buses will make the trip from Park St. and Santa Clara Ave. in Alameda to 13th St. and Broadway in Oakland in 12 minutes, cutting 10 minutes from present travel time.

Alameda civic officials, led by Mayor William M. McCall, were invited to join the District's Board of Directors at an inaugural preview on Dec. 1.

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Visitors from world's biggest transit system find common interests here

Two visitors from London, representing the largest rail and road transit operation in the world, found a warm welcome—and mutual interests—while guests of AC Transit.

Maurice A. Holmes, chairman of the London Transport Board, and Kenneth Shave, board member, rode the articulated Freeway Train and "talked shop" with District representatives during a Bay area visit.

While the transportation properties are "miles apart" in scope of operations, the transit officials found much in common. Both properties purchase tires from the same company. Both use the same brand of diesel fuel. Both face revenue challenges. And both are looking ahead, designing service to meet future needs.

London Transport, with an extensive surface and underground system, can tally 2,645 million passenger journeys a year, but it operates in the red, with a very low fare.

The State-owned system cannot "put the fares up" without governmental permission and, like many fellow transit properties, has the problems of a decline in riding and increased congestion.

Holmes said he and his fellow board member had found a realization in this country and in Canada of a need to build up public transportation on a rapid transit basis of one sort or another, with the community bearing either the whole or a part of initial capital assistance.

"This is a state of affairs we are trying to seek in London," Holmes said. "We are impressed by the public money being made available here. There is awareness of the need of combatting the automotive congestion."

"However, we have not let public transportation fall as badly behind public requirements as apparent here. We have been running an extensive network of rapid transit for a great many years. We haven't really lagged behind. We are further developing our system and shall continue to do so," Holmes said.

The London bus service of the future is being redesigned on these points: shorter routes; one-man operations extended throughout the fleet; more standing accommodation on short routes, and new methods of fare collection.

TRANSIT TALE — Pattern of District service in East Bay cities interests visitors from London Transport, largest rail and road transit operation in the world. From left, Alan L. Bingham, AC Transit general manager, Maurice A. Holmes, board chairman, and Kenneth Shave, board member, of the London system.

We had no trouble with the traffic or the parking lot at the Coliseum . . . You see, we parked our car on a street and took the bus. We figure the parking fee, plus gas, more than offset the bus fare, to say nothing of eliminating jangled nerves from a traffic snarl . . .

Mr. and Mrs. Alton Williams Concord

. . . commuters on the F express bus . . . are entitled to a bus with decent lighting so they can avail themselves of their time commuting by reading . . . We have had the same bus for years and its lighting is obsolete.

Mrs. Harry L. Roulette Berkeley

(Older coaches must be used during commute hours until replaced by newer models, but tests are now under way to boost candlepower of light bulbs. Interior light fixtures on 280 older model buses will be dusted more frequently for brighter light.—Ed.)

. . .

. . . It may seem to be a small or perhaps even an impersonal thing, but to us the opportunity of riding with Lorie (Lorraine McCormick) has been a very enjoyable and pleasant experience. Not only is she one of the most efficient drivers we have had the pleasure of riding with, but she also has been the most considerate and kindest . . . Lorie has been a real treat to us and, I am sure, a real asset to the AC system. So we petition not to take her off our run . . .

Signed by 22 riders

Line S, Hayward

I would like to commend one of your drivers, Pat Grap (Mrs. Priscilla Grap) for showing kindness and safety for all of her passengers. Bud (Russell) Briscoe is also very courteous and a good driver.

Carol Bornstein Oakland

We are anxious to avoid such incidents. The operator has been instructed to keep a close watch.—Ed.)

Mrs. Juanita E. Taylor San Leandro
UNDEFEATED TEAM — Veteran District "quarterbacks" ended one football season at University of California's Memorial Stadium in Berkeley this month, but kept a check list handy for additional signal-calling at Oakland Coliseum and Golden Gate Fields. Major sports events bring out superintendents and supervisors to assure that buses deliver spectators to where they want to go—and in record time. Motor coach mobility and the two-way radio have simplified today's job. It was busier—and more exciting—when ferry boats spilled fans into waiting streetcars—but it wasn't nearly as convenient.

Biggest game this year—U.C. versus U.S.C.—brought 70 buses to the stadium and these scenes. Clockwise, viewers head for San Francisco buses at game break. Don J. Potter, transportation superintendent, keeps a tally on arrivals. L. H. Minear and L. L. McDonald, assistant superintendents, direct bus to parking place. Supervisor L. A. Ball counts riders arriving from Oakland.

New revenue records were tallied on District buses on Friday, Nov. 3—second month in a row that fare box collections reached new highs. Total passenger revenue of $53,219 surpassed the $52,322 which set a record last month. Transbay revenue also was a record, with $22,307 collected. The last high of $21,989 was made on March 17.

Transbay travelers continued to switch from cars to buses during the first three months of AC Transit's current fiscal year, extending the growth in bay bridge travel experienced by the District since it began business over seven years ago. Transbay bridge lines recorded an increase of 51,979 passengers, up 1.84 percent during the first quarter of the fiscal period, according to a report made to the Board of Directors by John F. Larson, treasurer-controller.

Riding on East Bay lines was down 2 percent during the same period. Passenger revenue during the first quarter showed a slight decrease of 0.17 percent. Operating expenses, however, increased $224,495 or 5.84 percent. Larson attributed the major portion of the increase to labor expenses, which were up $196,327 or seven percent over the same period last year.

Alert to community responsibilities and public advantages which may accrue from additional use of the two-way radio system, AC Transit joined with other agencies this month in a "radio watch program" instituted by the Hayward Police Department.

The program, launched by the Hayward Chamber of Commerce, calls for major firms which use two-way radios in company vehicles to cooperate by having employees report emergency matters requiring police attention.

Reports are made to the company dispatcher, who in turn will alert police over a special line or through a special number.

Allen F. Strutz, chairman of the chamber's community services committee, said the program was started in Cincinnati and is now nationwide. It has resulted in a significant reduction in the crime rates in cities which are trying it, he reported.

Representing AC Transit on a commit-
Weather for all

England's loss is District's gain

English—spoken as the "mother tongue"—flowed freely in the East Bay as Supervisor Reginald G. Botell found a "bit of home" while driving representatives from London Transport during their visit with AC Transit.

Botell, who came to Oakland from London in 1954, discovered some changes have been made since he left England.

The word "commuters" is now being used for peak-hour transit riders, rather than the "season ticket holders" he remembers.

The "killer black fogs," which he recalls vividly, have been practically eliminated by the use of kerosene as a fuel instead of coal.

The supervisor jokingly proclaimed he watched English movies to regain his "lost accent" before meeting Maurice A. Holmes, board chairman of London Transport, and Kenneth Shave, board member.

He found they had no trouble in understanding each other or in sharing transportation interests and appreciation of East Bay weather.

It always rained

As operator of a "corn chandler"—what we would term a feed store—Botell managed one week's vacation each year for seven years. On all of his vacations it rained.

He found the weather far superior in California, but admits he's bound to his home now—and a backyard swimming pool—because of a "second family," children age 3 and 18 months. He and his wife also have a son, 21, who is a sergeant in the Marines, and a daughter, 16.

The supervisor was in the first conscription in England in 1939 when all 20-year-olds were called up. He served until the end of World War II in 1946 and was discharged as a sergeant.

Although he and his parents survived the war without injury, he went home on leave one day and found the family home gone—destroyed by a bomb.

A pilot brother was killed, as were his brother-in-law and several cousins.

"The family was scattered by the war and we never got back together again," Botell explained.

He followed his parents to California and applied for a job with Key System two days after arrival in Oakland because he desperately "needed the wage."

He was hired as a bus driver and although he thought of the work as a "stop gap" at the time, has spent three years behind the wheel; five years as a dispatcher and five years as a supervisor.

A BIT OF HOME—Supervisor Reginald G. Botell put his English accent to good use while chatting with visitors from London Transport board.

Death comes to veteran transportation men

Lenus H. Satler, 74, former building maintenance superintendent under Key System, died on Oct. 14. Mr. Satler entered the way and structure department in April, 1919, and retired in May, 1957.

He made his home at 1750 B St., Hayward. Death also came during the month to Louis J. Martin, 83, of 282 Begier Ave., San Leandro, mechanic. He entered service in 1918, was pensioned in 1950.
At an adjourned regular meeting Oct. 18, the Board of Directors:
• Approved revisions of advertising and promotional campaign, on motion of Director Copeland.
• Approved various service improvements, on motion of Director Bettencourt. (See story, Pg. 1.)

At a regular meeting Nov. 8, the Board of Directors:
• Authorized General Manager and Executive Assistant to General Manager to attend conference of U.S. Department of Housing and Urban Development, on motion of Director Copeland.

Shuttle bus, other service improvements Scheduled for trial in East Oakland

(Continued from Page 1)

Doughnuts served from a curbside bus stop at San Jose Ave. in Alameda will give the express a traditional send-off.

Improvements to boost the transportation for residential developments in the area west of East 14th St. in East Oakland also had a green light.

Experimental innovations included a peak-hour shuttle to connect with the expressway 90th Ave. Line 56 at East 14th St. The shuttle will operate via 55th Ave. and Hegenberger Rd. to the Industrial Park terminal at the A.G.E. store.

Also effective Dec. 4, Line 57C will be rerouted via 73rd Ave., between East 14th St. and San Leandro Blvd.

Night service will be augmented on the 98th Ave.-Sobrante Park Line 83A.

Other service adjustments include:
• Inauguration of Sunday service on Line 64 to provide full day and night service in South Shore area, Alameda.
• Extension of Lines 63 and 79 on Bay Farm Island, Alameda, one third mile into residential development at south end of County Rd.
• Detour of morning and afternoon trips on Line 46A-Sequoyah Rd. to serve Charles Howard School.
• Extension of loop on Line 91-Tennyson Rd. to Portsmouth and Bahama Aves.