Cut in bridge tolls
Sought as aid in
Holding line on fares

Continuing its persistent efforts to avoid raising fares, AC Transit will request the California State Toll Bridge Authority to seek a reduction in toll charges for buses using the Bay Bridge.

A State study to determine ways of holding the line on transbay bus fares and encourage greater use of mass transit was ordered a year and a half ago after the bridge authority dropped bus tolls on the span from 75 cents to 50 cents, a saving to AC Transit of $115,000 per year.

At that time, the State Department of Public Works was directed to look for ways of increasing use of local mass transit, possibly by a toll reduction.

Commuter increase

Transbay buses now carry more than half the commuters who cross the Bay Bridge during the riding peak. Riding on transbay buses has increased 12.3 percent during the past year. Auto passengers using the bridge have shown an increase of 20.7 percent during the same period.

The District, which pays $261,500 annually for use of the Bay Bridge and facilities at the Transbay Transit Terminal in San Francisco, faces an increase of $821,900 in labor expenses June 1 as a result of the labor contract.

(Continued on page 3)
Riding on East Bay and transbay lines showed a substantial growth during November, with fare box revenue and the number of riders carried firmly manifested on the black side of the ledger.

Rider revenue totaled $1,177,195, up $44,941 or 3.97 percent over year-ago revenue of $1,132,254. Revenue on East Bay lines was up 2.52 percent for the month, while fares collected on transbay lines showed an increase of 6.0 percent.

The number of passengers carried during the month totaled 4,441,372, an increase of 3.35 percent over the 4,287,530 who used district service in November, 1966. East Bay riding was up 2.72 percent and transbay travel was up 5.13 percent.

Commute book sales showed a gain, with sales of $193,152, up 5.0 percent over year-ago sales of $187,440.

Operation costs during the month reached $1,371,923, an increase of $84,290 or 6.55 percent over costs of $1,286,933 for the same month a year ago. The District operated 1,935,839 miles of service, an increase of 30,773 miles or 1.6 percent compared to November, 1966. Total income of $1,589,077 was sufficient to cover operational costs, depreciation and bond debt requirements.

Firm retained to audit financial operations

The national firm of certified public accountants, Touche, Ross, Bailey and Smart, was retained this month to perform the audit for AC Transit for the fiscal year of 1967-68. The firm recently completed the audit of the District’s financial operations for the past fiscal year. Copies of the Annual Report may be obtained by telephoning the general offices, 654-7878.

Toll cut to encourage transit use

(continued from page 1)

Alan L. Bingham, general manager, stressed the District must meet expenses—"yet an increase in fares to match rising costs inevitably would result in a loss of patronage, a situation we must try to avoid. Similarly, service curtailment would be expected to cause a decrease in riders.”

In line with action by the Board of Directors, resolving to request the toll cut, John McDonnell, board president, pointed out:

"Property taxes are high enough—and the taxpayer today cannot assume additional financial burden in paying for the cost of providing public transportation.”

The District is seeking inclusion of AC Transit in sources of revenue from the State on grounds the cost of transit service cannot be paid out of taxes or the fare box alone and the high quality of transportation must be continued to lure travelers from their private cars to avoid traffic strugulation.

Directors continue Brand of Leadership

(Continued from page 1)

Association of Nurserymen, North Oakland Kiwanis Club and Orinda Country Club and past director of the Temescal Merchants Association.

McDonnell lives in Oakland at 5109 Cochrane Ave.

Berk was elected to the Board in 1960, representing west Contra Costa County. President of Timmons and Berk, Inc., plumbing contracting firm, he is active in a dozen housing, building and contracting associations, as well as in civic and social groups. He is a director of Columbus Founders Savings and Loan Association and the Richmond Chamber of Commerce.

Berk lives at 450 Mount St., Richmond.

“Costs of public transportation now are shared by the customer and the taxpayer, with the U.S. Government aiding with grants of federal funds. We are seeking to further distribute costs by asking the State to participate,” Bingham said.

East Bay riding on New upward trend

East Bay riders turned out in increasing numbers during the last half of 1967, to tally a boost in riding and reverse the drop in patronage incurred during the beginning of the year.

The increase in patronage, particularly on major trunk lines, began in July and continued into December, according to a report made to the Board of Directors by Alan L. Bingham, general manager.

Sales of Shop-a-Round passes, an immediate indication of service use, showed a healthy upward trend in midday riding on lines serving the downtown area.

Transbay revenues continued a consistent growth pattern, with an increase ranging from 1.73 percent in July to 6.75 percent in November as compared to the previous year.

Total riding showed a decrease of 0.86 percent in July as compared to the same month a year ago, but moved to the break-even point in August. In September, riding was up 1.42 percent; in October, 2.45 percent, and in November, 5.13 percent.

Buses help football

Fans ‘buck the line’

District buses “carried the ball” for 36,338 fans attending football games at Oakland Coliseum during the 1967 season, an increase of over 17,000 riders compared to 1966. Out of total attendance, 8.4 percent used District buses.
Driver hits jackpot—in girls

It was a double surprise — and two cigars — for bus driver Robert Weems of 481 Sheryl Dr., San Pablo, who marked his 34th birthday by becoming the father of twin girls born on New Year's Day in Oakland.

Weems, and his wife, Irene, got their first inkling that it was going to be "two of a kind" after X-rays were taken when she checked into the hospital.

"I was on my run on the 72 line at the time and when I called the hospital they told me. Boy, was I surprised," Weems reported.

"We had everything ready for one. Now we have to have two of everything, but our friends have helped out and we'll make out fine."

The twins were the second pair born on the first day of the New Year at the hospital and were featured in newspaper photos and stories.

They also are the first in the Weems family "in a long time." The last pair were in the Weems' family 34 years ago.

The operator joined the District on Feb. 1, 1967, after driving a log truck in Oregon. He used to hunt and fish but doesn't expect "to have much time for anything like that" in the future.

Pacifist group can Advertise in buses

AC Transit's right to regulate advertising it accepts for display on buses has been severely restricted by a ruling of the California State Supreme Court, concerning banning of pacifist ads.

In its 4-3 decision, the high court found that refusal to accept anti-war placards as paid advertisements on buses would be a violation of the First Amendment to the U.S. Constitution.

The District will petition for a rehearing of the decision. Legal proceedings have been in the courts since 1965, when District directors refused to accept a pacifist ad from Women for Peace, a Berkeley organization.

The Supreme Court ruling upheld action of an Alameda County Superior Court judge, in issuing a temporary injunction sought by the organization, prohibiting the District from refusing to accept the advertising.

A State Appellate Court ruling reversed the lower court decision and affirmed the District's right to accept only commercial advertising, except during times of local elections when persons running for election or supporting issues actually on the ballot may purchase political advertising space.

Two of a kind

... my four-year-old daughter wandered away from home quite some distance and was lost for several hours, which was of great concern. . . . Her safe return was greatly facilitated by the alertness of your bus driver (Roy Nance). He informed the Berkeley Police Department and my daughter was returned home. I wish to convey my personal thanks to the bus driver . . .

Mrs. Paula Thompson
Berkeley, Calif.

. . . a driver refused to open the back door when I wanted to get off at A and Royal Sts. in Hayward and insisted on making us leave by the front door . . .

Evan Robinett
Hayward

(We apologize for the driver's error. He is being contacted for corrective action.—Ed.)

. . .

Thank you very much for the literature you sent us. We are very interested in it and are very sure that the buses will be a very economical and convenient way to travel around the area.

Mr. and Mrs. Ed Wishard
Richmond

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I have just ended a year's visit to Berkeley and would like to express my appreciation and admiration . . .

S. I. Shapiro
University of Hawaii
Honolulu, Hawaii

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We have learned that our bus driver, Ernesto Garcia, will no longer be with us after the Christmas holidays driving the Grass Valley route from Skyline High School. We are writing this letter to ask you to please let him continue to drive this route . . . all of us aboard the bus are very fond of him . . .

Signed by 43 riders
Skyline High School

Garcia shares your affection and desire to remain on line, but under union regulations, was "bumped" from the route by a driver with more seniority. The new driver is there because he wants to be.—Ed.)

University of Hawaii
Honolulu, Hawaii

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Recollections of a trainmaster

A candid and personal history of East Bay transportation, written by the late C. M. Smitt, has been added to the mementos of one of the District’s “fine fellows,” D. J. Potter, transportation manager.

Potter received the detailed report on the “Beginning, progress and decline of electric rail transportation,” along with an album of historical pictures, from surviving members of Smitt’s family.

Smitt, who died in 1958, had 35 years of service with Key System “in his hat” before he applied for a pension in 1957.

Already a veteran railman when he went to work on Key Route trains in 1922, Smitt was a motorman until 1942, when he became a train director at Oakland Yards. Later he became trainmaster at the San Francisco terminal, working until his night shift was abolished.

Along with recording history, he made history. On Dec. 29, 1938, he walked across the Bay Bridge, leaving the east end at 2:30 p.m. after disregarding a warning from the guard at the substation.

“I had to pass many workmen and guards,” Smitt wrote. “I walked with paper and pencil in my hand and acted like an inspector, inspecting crossings and switches. I gave the guards and workmen the highball and they in return gave me the salute salvo.

“Walking through Yerba Buena Island was not too easy, but it worked. I rested a little at Center Anchorage, picking up a few souvenirs, and proceeded on my journey. At Rincon Hill I passed the last guard and arrived in San Francisco at 4:22 p.m.”

Smitt’s stroll preceded by two weeks start of train service on the bridge at 4 a.m. on Jan. 15, 1939. Three hours before, he was motorman on the last train to leave the Key System pier.

Honors for taking the first train across the bridge were supposed to go to C. N. Anderson, vice president of the Key System, who was on the 12th St.-A train. It was delayed by heavy traffic, however, Smitt wrote, and the “towerman at the Oakland Yard tower figured first come, first go.” So the 22nd St. train was the first across.

AC, We Love You!

It isn’t often that we feel constrained to hurl bouquets in the direction of a public utility, but we cannot forgo flinging a few posies in the direction of AC Transit.

More specifically, toward whatever section of AC it is which has for the past football season handled the bus shuttle between South Shore and the Coliseum.

As full-armed armor Rabid Raider Rooters (isn’t EVERYBODY, now that they’re AFL champs?) it has been our wont this past season to take in every home game we possibly could. And we have found that the ideal way to do so is to board one of the Alameda-Coliseum fleet at South Shore, let it carry us and our fellow RRAs to the very doorstep of the Coliseum, then pick us up at the same spot and deposit us safely back at South Shore following the game.

If AC doesn’t think it’ll get them in trouble with a certain public carrier, we’d like to note that we’ve found “It’s such a pleasure to ride AC and skip the driving, tee hee!” They may use this slogan free of charge, if they desire.

Regardless of the alcoholic content, the Coliseum-bound buses were filled with anticipatory chatter and the homeward-bound buses loud with exhilaration. Kid stuff, maybe, but a helluva lot of fun nonetheless.

We intend to claim our share of credit for the Raiders’ stunning success this year, since our enthusiasm and that of our fellow shuttlers must surely have inspired Our Boys to their great accomplishments.

We’re just a tiny bit concerned over how they’ll do in the Super Bowl without us, though. Wonder how much AC would charge for a shuttle between South Shore and Miami?

Everybody reads AC Transit schedules

AC Transit timetables reached the “best seller” status last year, with over 2,313,000 of the free pocket schedules printed and distributed to patrons. The total was an increase of 29 percent over the 1,792,000 schedules issued in 1966.

Cost of printing the give-aways came to $19,831, a 28 percent increase over printing costs of the year previous.

Biggest printing job was for local lines, with 1,364,000 timetables issued. The express lines used over 220,000 schedules, with Lines 32 and 30 tying for top place with 47,000 schedules each.

The F and the R lines led the transbay field, with 75,000 schedules issued for the Berkeley line and 71,000 for the Hayward service. The transbay total reached 729,000 schedules, an increase of 41 percent over previous year.
At a regular meeting Jan. 10, the Board of Directors:

- Re-elected John McDonnell as president and William E. Berk as vice-president of the Board of Directors, on motion of Director Coburn. (See story, Pg. 1.)
- Referred bids for furnishing diesel motor coaches to management for study and report to board on Jan. 24, on motion of Director Coburn.
- Adopted resolution of intent to levy tax in accordance with provisions of revenue and taxation code, on motion of Director Coburn.
- Authorized General Manager to attend meetings of American Transit Association program committee and executive conference, on motion of Director Bettencourt.
- Approved downtown Oakland free ride promotion, on motion of Director Rinehart.
- Approved appointment of Touche, Ross, Bailey & Smart as auditors for 1967-68 fiscal year, on motion of Director Rinehart. (See story, Pg. 2.)
- Requested California State Toll Bridge Authority to place matter of bus toll reduction for Bay Bridge commuters on agenda of Jan. 31 meeting and authorized appearance of management before Authority to present District position, on motion of Director Rinehart. (See story, Pg. 1.)

Worker ranks boosted by new arrivals

New District workers are:

**Richmond Division**
Bus operators: M. L. Sneed, San Pablo; L. A. Chavier, Pinole; J. D. Lee, C. E. Hawthorne and Ben Davis, Jr., Richmond.

**Seminary Division**
Maintenance: Rufus Ashley, Richmond, service employee.