Forerunner of new transit concept?
NEW EXECUTIVES—Assuming new posts this month were, from left: H. D. White, assistant general manager for operations; H. M. Davis, assistant general manager for personnel; G. M. Taylor, assistant general manager for administration.

Executives named to new posts

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Appointed assistant general manager for operations was H. D. White, who took over responsibility for coordination and administration of transportation, schedule and maintenance departments. He entered the transportation industry in 1943 as a bus driver for Burlington Trailways.

Formerly on the executive staff of Key System Transit Lines, Davis, 55, became personnel manager when the transit district went into operation in 1960. He was named executive assistant to the general manager in 1962.

Taylor, 57, was the first employee of the District, serving first as recording secretary and later, as administration officer. He has been District secretary and administrative assistant to the general manager.

Before joining the District in 1957, Taylor was associated with civic activities and problems of cities and their growth.

Mrs. Laura Lee Rikli...tells me that she is soon to be "bumped" off of the F line to Berkeley...believe me we all feel pretty sad about this...as we have gotten to like her very much and she is also an excellent driver...we wish you would reconsider and let her stay on the F Line with us, please.

Mrs. Halley C. Conklin
St. Joseph College of Nursing
San Francisco

...I had thought of writing to commend driver Roy Williams...I became motivated to action only when I learned he was being "bumped" from this route (Line 5)!!...I am going to miss him...and I'm not the only one who will miss him...He knows his "regulars" and watches for them...My stomach appreciates him too—unlike many drivers, he doesn't drive the bus as if it were a tank climbing the Rockies—my breakfast and I get to our destination intact—and on time!...We want Mr. Williams back.

Mrs. Charles C. Wood
Alameda

We appreciate such commendations and thoughtfulness, but under union requirements, drivers select their own runs on basis of seniority and AC Transit has no jurisdiction over line assignments.

...I wish to commend the bus driver, 0064 (Jack Hegarty), on the A bus coming from Oakland. A child ran into the street and his reaction was swift and efficient in stopping the bus...I had thought of writing to commend driver Roy Williams...I became motivated to action only when I learned he was being "bumped" from this route (Line 5)!!...I am going to miss him...and I'm not the only one who will miss him...He knows his "regulars" and watches for them...My stomach appreciates him too—unlike many drivers, he doesn't drive the bus as if it were a tank climbing the Rockies—my breakfast and I get to our destination intact—and on time!...We want Mr. Williams back.

Mrs. John H. Dietrich
San Francisco

The additional route R-F trip got off to a bad start by using the ancient bus #2003...The bus leaves much to be desired in comfort, especially since the heating system was not operating properly...

Mrs. Lillian Nurmele
Oakland

We have been engaged since 1960 in upgrading the bus fleet and now have 402 new coaches in operation, enough to cover all but peak-hour needs. Fifteen more buses are on order. Older units will be retired as new coaches are procured.

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H. M. Davis, as assistant general manager for personnel, has responsibilities which include the personnel department, safety and training, employment and labor negotiations. He also directs maintenance of building and grounds.

As assistant general manager for administration, G. M. Taylor will plan, coordinate and direct administrative projects and functions. He will also continue as secretary of the District.

White, 41, joined AC Transit as transportation analyst in 1959 and was named operations assistant to the general manager in 1962. Previously, he was associated with Continental Trailways and Gibson Lines and was superintendent of operations for Barrett Transportation Company in San Francisco.

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Residents introduced
To service extension
By women operators

Two women operators have paid a "neighborly call" on residents in East Oakland to invite them to make use of service improvements inaugurated this month on Maxwell Park Line 87.

The drivers, Mrs. Priscilla Grap and Mrs. Neya Harford, switched from driving to doorbell ringing to personally distribute information on the bus line extension.

Working three days, they called on over 1500 homes, explaining the line's extension via 55th Ave. to MacArthur Blvd. to provide direct connections with transbay, intercity express and crosstown buses.

Residents received a printed letter, with the heading: "AC Transit introduces new bus service for residents of this neighborhood."

The letter included a simple map and details of how riders could transfer on MacArthur to transbay Line N to San Francisco, intercity express Line 34 to downtown Oakland, East Oakland and San Leandro, and crosstown Line 57-57C.

The operators also handed out schedules for the service, along with route maps. They found the work "hard on the legs, with too many steps," but enjoyable and rewarding in reaction from pleased residents, who were unanimous in their praise for the personal call and the service improvement.

Residents who were not at home received the same information in a pink "doorknob hanger."

Award for maintenance excellence
Presented for sixth consecutive year

AC Transit will collect its sixth award for excellence in equipment maintenance next month, again receiving one of the coveted honors in the industry, the Fleet Owner Maintenance Efficiency Award.

The award, made by Fleet Owner, national trade magazine, is a tribute to efforts to improve maintenance procedures and to develop new ideas for better performance.

Judging is based on achievements in low maintenance costs, high percentage of miles per road call, efficiency in shop procedures and practices; fuel and oil consumption and trouble-free mileage.

Accepting the award in Chicago April 3 will be A. R. Lucchesi, assistant general maintenance superintendent.

Radio diverts buses during crisis

Invaluable efficiency of the two-way radio system to AC Transit and its riders was proven again when an airplane hit the Bay Bridge on a February Sunday, closing the span for three hours.

The radio, coordinated with on-the-spot activities of supervisors, kept buses on the move and enabled passengers to reach San Francisco via a "two-bridge tour."

In all, buses on 10 transbay lines were diverted to the terminal at Yerba Buena and San Pablo Aves., where extra coaches picked up passengers and took them to San Francisco by way of the Richmond-San Rafael and Golden Gate bridges.

The trip took an hour and 15 minutes, but over 300 riders were kept "on the move," disembarking at the Transbay Transit Terminal.

The radio also was used to turn around coaches temporarily caught in the traffic at the toll plaza and divert them to the Yerba Buena transfer point.

Two other buses were trapped in traffic between the toll plaza and the accident, but drivers were informed of the situation and could tell passengers the reason for the delay.

Four extra supervisors and Dale Good-

New records add to
District experience

The District could add three new records to its operating experience this month.

Transbay revenue set a new high on March 4 of $22,648.45, boosted by race-track fans making use of special service to Golden Gate Fields in Albany. The last high of $22,307 was collected on Nov. 3.

East Bay intercity express lines tallied a fare box record on Feb. 23, with $3,409.50, surpassing the former record of $3,353.01 collected on Dec. 4.

Alameda-Oakland Express Line 35 continued to show healthy growth, with a riding high of 227 passengers on March 5. The peak-hour commuter express has had a riding increase of 97 percent during three months of operation.
Retirement posted for old-timers

Leisure time holds no problems for four District veterans, who have been added to retirement lists.

Lucien W. Bulette, 62, who raises Cornish Bantam chickens at his home, 769 Elgin St., San Lorenzo, has a busy schedule ahead, showing the best of his breed at different fairs. He already has a collection of blue ribbons and trophies and plans to add to them by concentrating on more line breeding.

Bulette, who retired Feb. 1, became a bus driver in April, 1944 and has "met a lot of nice people." He spent most of his driving years on Line 57.

Tony N. Costa, 65, fellow driver at Seminary Division, started his career as an electrician in the Emeryville shop, working on general maintenance. He switched to driving in 1958 and was working the transbay R Line and Express Line 32 at time of Feb. 1 retirement. He plans to travel and to do some fishing and hunting.

For M. J. Merkel, 66, 3058 Fruitvale Ave., retirement effective April 1 means more time to concentrate on his hobby, "buying and selling stocks."

A utility service employee at Emeryville Division, working the 6 p.m. to 2 a.m. shift, Merkel has parked thousands of buses and would like "a cent for every gallon of diesel I’ve pumped."

Rudolph V. Gilbertson, due to retire May 1 after his 64th birthday, has had plans interrupted by a back injury suffered on a road call. He lives at 1721 Emereic St., San Pablo, and expects to "visit around a bit. I haven’t had a chance to see too much." A mechanic at Richmond Division, Gilbertson started work in 1948 as a cleaner. As a hobby, he "assembles" artificial plants.

These teen-agers are the "greatest"

Another AC Transit driver has found high school youngsters are the "greatest"—and passengers to "really miss" when switching from one line to another.

Carl E. Swanson, 979 91st Ave., Oakland, driver at Seminary Division, took advantage of his seniority to drop a school bus run from St. Joseph’s Notre Dame High School in Alameda before he knew how much it meant to his teen-aged riders.

His departure didn’t go unnoticed. Some of the youngsters brought a cake inscribed: "Sorry to see you go." Others presented him with cards. A poster of one of the "Seven Dwarfs" said simply: "Bye Bye."

It was a sentimental experience for Swanson, who simultaneously celebrated his 12th anniversary as a bus driver.

"Those kids are wonderful. I sure hate to leave them."

Death comes to former transit workers

Ralph E. Hawes, 67, veteran central dispatcher who "hung up" over 41 years of service before retiring on Aug. 1, 1965, died on Feb. 20 at Yucaipa, Calif.

Mr. Hawes began work as a street car operator in 1923 and became a bus driver a year later. He worked as an inspector and supervisor before inaugurating Central Dispatch on April 25, 1943. He worked the first shift—a shift he retained until he was pensioned. He left the District to let his "itchy feet" take him on trailering trips around the country.

Leslie W. Mathews, 76, of 722 Lassen St., Richmond, died Feb. 4. He entered service in 1916, working at Northern Division as a conductor. He became a bus driver in 1935, taking leave to serve as financial secretary and treasurer of the Carmen’s Union from Nov. 1, 1944, until he was pensioned July 1, 1951.


Bus passengers ride safer than ever

Passengers who rode AC Transit buses last year not only rode safer than ever—but safer than the average traveler in the United States.

While traffic accidents nationally continued to climb, the District reversed the trend with a decrease for 1967, according to G. C. Wadsworth, safety engineer.

Traffic accident frequency was reduced 5.0 percent, while passenger accident frequency dropped 1.1 percent. Miles of accident-free operation gained 5.7 percent.

Traffic accident frequency is based on number of accidents per 100,000 miles, while passenger accident frequency is determined on occurrences per million passengers carried.

The District operated 54,168,810 miles in 1967, an increase of 1.4 percent over the year before. The safety record was based on 50,973,439 passengers, including fares, transfers and those riding on passes.
Ray M. Trackwell and book of memory

The street-car men, who once piloted clanking cars over neighborly streets, have rung many a bell in memory, but hardly with more detail than that chroni­cled by Ray M. Trackwell, 77, of 15039 Edgemoor St., San Leandro.

A motorman from 1912 until 1933 and a bus driver from 1933 until he retired in 1959, Trackwell has kept a “little black book” on “notes and anecdotes of a half-century of street-carring.”

The diary lists the men he worked with: street-car men; bus drivers; super­intendents; inspectors; supervisors; repair­men and office force.

From his few lines, the men of rec­ollection become very human.

“Shotgun _______ has a short temper. His most unusual accident happened near Hayward when his car skidded into a big road roller. To avoid the crash, he jumped to the ground, but got a broken leg anyway.”

Trackwell’s record indicates many of the men worked briefly and went on to other jobs. Many died young and some died tragically.

“Life didn’t look good to Motorman _______ after a triangle affair, so he shot himself.

“_________ got a bride from the east through a marriage bureau. She shot him to death one night.”

Trackwell found many interesting sidelights.

“_________ worked Leona Line several years. He had an unusual hobby for a man. Tatting and doing it well.”

Excitement appears frequently.

“I remember how alarmed he was when a young extra motorman backed up too fast with him riding on the fender holding the rope. Didn’t stop until _______’s rump broke the window of the car behind. Close call.”

Trackwell, remembers many of his fellow workers with fondness and admiration. One of them was “Bunco Joe” Me­Namara, familiar to all old-timers. His recollections of “Bunco Joe” will be car­ried in a subsequent issue of Transit Times.

Operating experience on upswing

Riding and revenue on East Bay and transbay lines moved solidly into the black during January, indicating an upward swing in growth pattern.

Rider revenue for the month totaled $1,144,159, an increase of $58,068 or 5.16 percent over year ago passenger revenue of $1,186,191. Revenue on East Bay lines was up 4.30 percent, while transbay patronage continues to show gains with an increase of 6.33 percent. Commute book sales totaled $207,615, an increase of 7.0 percent over year-ago sales of $193,991.

The number of passengers carried during the month reached 4,480,643, up 4.59 percent compared to the January, 1967, passenger tally of 4,283,931. East Bay riding was up 4.24 percent and transbay riding showed an increase of 5.56 percent.

Operation costs during the month totaled $1,400,831, an increase of $104,137 or 8.03 percent over costs of $1,296,694 for the same month a year ago. The District operated 2,047,988 miles of service, an increase of 84,225 miles or 4.29 percent compared to the same month in 1967.

Total income of $1,590,717 was sufficient to cover operational costs, de­preciation and bond debt requirements.

The transit industry nationally indicated a riding decrease for January of 1.06 percent.
At an adjourned regular meeting Feb. 28, the Board of Directors:

- Approved establishment of positions of assistant general manager; changed title from director to manager of research and planning; allocated former salaries to new positions without change, on motion of Director Coburn. (See story, Pg. 4)
- Established supervision and management of Claims Department as responsibility of General Manager, on motion of Director Berk.
- Referred letters from Association of Independent Districts and retention of District membership in association to Public Relations Committee, on motion of Director Copeland.
- Adopted resolution approving job descriptions, on motion of Director Warren.

Workers welcomed to District ranks

New District workers are:

**Emeryville Division**


Maintenance: Ronald E. Kramlich, San Pablo; Wilson Wiley, Alameda, service employees.

**Richmond Division**

Bus Operators: Sterling Stewart, Berkeley; G. T. Thomas, Richmond; Gerhard Klamp, San Leandro.

At a regular meeting March 13, the Board of Directors:

- Adopted resolution cancelling membership in Association of Independent District, on motion of Director Copeland.

**Seminary Division**


**Richmond wins treat**

Drivers at Richmond Division tallied 16,502 miles per accident in February to beat the safety goal of 12,900 miles—and win a treat of coffee and doughnuts. It was the first “win” since September.