Transit-Times
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SEASON'S GREETINGS
Actions of the Board

At an adjourned regular meeting Oct. 23, the Board of Directors:
- Adopted low bid of Shell Oil for fuel and petroleum products, on motion of Director Coburn.
- Adopted service revisions and extensions, on motion of Director Betten court.
- Declared intent, upon approval of Federal grant, to authorize issuance of order to General Motors for manufacture and delivery of 30 new coaches, on motion of Director Rinehart.
- Authorized continuance of insurance against vandalism, on motion of Director Rinehart.
- Adopted resolution requesting exemption from uniform accounting requirements, on motion of Director Coburn.

Directors favor continued direct voter Control over local transit service

East Bay voters should continue to have direct control over operation of their bus system.

AC Transit directors reaffirmed this conviction this month in adopting a resolution concerning the District's future role in regional transportation planning.

The transit board noted it was the voters who created the District, voters who approved a bond issue to put the District into operation, and voters who directly elect their directors to control and guide operations of their transportation system.

Directors took the position that residents should continue to have this choice, including how service meets individual neighborhood needs.

The board held that functions of AC Transit are subregional and not basically the responsibility of a regional government. Therefore, they found, the District should remain a separate, independent and autonomous public agency, continuing to be directly answerable to its citizens, fulfilling a policy set by voters.

The resolution also affirmed these points:
- In order to maximize usage of public transit facilities, service to be operated by AC Transit will be coordinated and complementary to operations of the regional rail rapid transit system. In fulfillment of this concept, the District will provide such local, express and transbay services to the public as necessary to assure a total and complete urban mass transportation system.
- The District is ready to cooperate with areas outside its present boundaries to provide local services and distribution services to rapid transit stations.
- The District will continue to study and cooperate with local, state and federal agencies in developing a "transit laboratory" for testing and operating new and imaginative concepts of local and feeder-type transportation.

Large majority returns directors

Three incumbent members of the District's Board of Directors were returned to office this month by decisive majorities.

Voters in Alameda and Contra Costa counties turned out to re-elect William E. Berk as director of Ward II, William H. Coburn, Jr., director of Ward I, and Ray H. Rinehart as Director at Large.

Vice-president of the board and a director since 1960, Berk was opposed on the ballot by Jonathan W. Arnold, Al-bany business man. Berk, who lives in Richmond, long has been prominent in West Contra Costa County civic and social groups. He is a plumbing contractor. Coburn, who was unopposed, first was elected a director in 1958. A Berkeley attorney, he is active in local legal and civic affairs.

Rinehart, Piedmont certified public accountant, has been a board member since 1963. Well known for his contributions to community service, he faced ballot opposition from J. Howard Arnold, Berkeley industrial process planner; Richard W. Windrich, Hayward merchant; and Willie Witt, Jr., Oakland government employee.

Holiday bus to carry international message

The traditional decorated bus will roll this year during the holiday season, bringing residents a gay, international message of good cheer, expressed in languages of the world.

Appropriate to the cosmopolitan inheritance of Bay area citizens, the bus again will feature "world-wide" Santa Claus, reading holiday cheer messages in different languages.

The bus, painted gold, green and red, will feature cutouts of Santa Claus, reading holiday cheer messages in different languages.

Passengers will be able to ride the bus by payment of usual fare—in exact change. No zone charges will be made.

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Development of duo-bus under way

Sparked by AC Transit’s successful experimentation with its articulated bus—the Freeway Train—American bus manufacturers were engaged this month in developing a duo-bus that could meet national transit needs, as well as local East Bay requirements.

Preliminary engineering work was underway at the Ohio plant of Flxible, manufacturers of several types of passenger vehicles.

An artist’s drawing of one design under consideration shows a low-level, double bus of approximately 60 feet in length, with seating for some 70 persons. The District’s experimental Freeway Train is the same length, but carries 77 passengers in unusual luxury.

Two-and-a-half years of experience with the Freeway Train demonstrated a duo-bus can carry more riders in greater comfort and at less cost per passenger than regular buses, leading the District to pursue acquisition of additional articulated coaches.

Double buses already are manufactured and widely used in Europe and contact has been made with several over seas firms to determine if their designs can be converted to American standards.

As a result of District interest, coach builders in this country have joined in considering development of units which would meet local needs, as well as State operating requirements.

Flxible is involved in contacting major transit operators across the country to determine if a sufficient number of orders can be obtained to proceed with manufacturing.

AC Transit management particularly is interested in use of duo-buses on the MacArthur Blvd. corridor, where transbay buses now have a top frequency of one-and-a-half minutes in peak hours.

Service improvements
Given green light

Keeping pace with residential expansion, directors have approved the first transbay commute service for areas along Skyline Blvd. and upper Sequoyah Rd.—Hansome Dr.

Initially, morning and afternoon trips will be provided by extending Line V—Crestmont buses into the hilltop neighborhood, starting Dec. 1.

Inauguration of a new transbay express for residents of the Grass Valley area also was approved, as soon as patronage warrants the addition.

Other improvements include:

Direct night time and Sunday service between downtown Oakland and Montclair, starting Dec. 1.

Operation of Saturday service on Line 90 and Line 93A, to give shoppers in south Alameda County additional transit to downtown areas and shopping centers. Service began Nov. 2.

Line 63 was extended to Mecartney Rd. and Verdemar Dr., Bay Farm Island, while Line 18-Lakeshore was extended to upper end of Wala Vista Ave.

CONCEPT—An artist’s design of an articulated bus under consideration by one coach manufacturer, Flxible, shows a low-level unit, with seating for approximately 70.

(Careful workers—Employees of purchasing and stores department share recognition for working over three years without lost time due to job injuries. From left, seated: George Akers, Olivia Amed, Gerald Flanery, State Compensation Insurance Fund; Howard D. Beebe, department manager; William Morris, district manager of State Fund; Alan L. Bingham, general manager; Rebecca Obregon, John Kraicaj, Jason Alexander. Standing, from left: Robert Goforth, Robert Dunn, Edward Rogers, Edward Keaton, Thomas McIntyre, Victor McNally, Max Berger, Laurence Butler, Tony Moreno, Lex B. Patton, John Abeyta, Louis Gilmore. Missing from photo is Albert Crier.

Workers prove they “think safe”

Another safety achievement award was posted this month by purchasing and stores department—but any hammering was done with cars.

The department was recognized for working 125,000 man hours without a personal injury and the 19 employees are united in efforts to add a few more thousand hours to the record.

The plaque for working three years and two months with no lost time due to on-the-job injuries was presented to the workers at a luncheon hosted by H. D. Beebe, department manager.

William Morris, district manager of the State Compensation Insurance Fund, in presenting the award, told workers they were contributing to AC Transit’s excellent record and saving the district hundreds of thousands of dollars each year. Attending with him was Gerald Flanery, supervising safety representative.

Alan L. Bingham, general manager, responded that beyond whatever was saved was the fact that “you are a healthy people—well and hearty and with the incentive to work safely, thinking before you do.”

He added the District also was thinking of “incentive,” and of trying to help people who want to move ahead by providing them with advice and instruction, such as night classes, to develop skills and better equip employees to do a better job.

The award was the second for purchasing and stores. Last year they received recognition for working two years without a lost time injury.

San Leandro “joins team”

Football express service from Bay Fair Shopping Center and downtown San Leandro, was added this month to the network of “specials” operated by the District to home games of the Oakland Raiders. The buses carry fans direct to entrance tunnels at the Coliseum.
Financial pilot of District turns job Over to successor

SMOOTH SAILING—JOHN F. Larson, fifth from left, begins retirement with the best wishes of men he has served with, including, from left, Directors William J. Bettencourt, William E. Berk, John McDonnell, board president, Alan L. Bingham, general manager, Directors William H. Coburn, Jr., Robert M. Copeland, Ray H. Rinehart and E. Guy Warren.

John F. Larson turned the "keys of the treasury" over to his successor this month, retiring as treasurer-controller of the District he helped to set up in business.

Taking over is Robert D. Tough, 46, who resigned his post as treasurer-controller for the Theo. Hamm Brewing Co., St. Paul, Minn., to join the District. He has been serving as assistant general manager for finance pending Larson's retirement.

Early officer

Larson, 67, joined the District in its formative days in 1959 and was instrumental in establishing its vital financial structure.

He piloted the financial conversion of the system from private to public operation and directed the investment of funds to produce additional yield of income with safety.

Larson is credited with phenomenal success in estimating annual revenue and expenditures involved in the District's total operations.

During his years as administrative officer, the budget has grown from $11,901,300 for the 1961-62 fiscal year to a current estimate of almost $20,000,000.

During his years with AC Transit, Larson inaugurated application of modern data processing techniques, climaxied by installation in July of an IBM computer. He considers acquisition of the computer the highlight of his career.

Standby equipment was being returned, he noted, and by the end of December, the transition of 170 applications will be completed and time would be available for other activities.

Larson will retire to a vacation home at Vacaville, but plans to head both north and south. He'll spend some time at Palm Springs and in southern climes before traveling to Canada.

Operator takes aim At additional trophies

Where to put the trophies may be the next question for E. R. Haynes, 60, of 406 Athol Ave., Oakland, whose retirement Jan. 1 will give him additional time for a hobby of skeet shooting.

Haynes, a collector of guns, as well as trophies, takes part in regular shoots and is well known as a "Dead-Eyed Dick," who usually walks off with top honors.

He went to work in Dec., 1947, as a street car operator, switching to bus driving a year later. Before retirement, he worked out of Emeryville Division. Future plans include traveling and some hunting and fishing.

Passenger revenue holds steady

Fare box revenue held its own during September, but the number of riders carried showed a slight decrease.

Passenger revenue totaled $1,171,143, an increase of $11,479 or .99 percent over year-ago revenue of $1,159,664. The number of riders carried totaled 4,256,223, down 1.30 percent over last year's tally of 4,312,141. Transbay riding continued to show growth, with a gain of .97 percent. The riding count on East Bay lines showed a decrease of 2.12 percent for the month, as compared to September, 1967.

Revenue on East Bay lines totaled $670,549, down .98 percent over the same month a year ago. Transbay revenue appeared solidly in the black, with a total of $500,594, an increase of 3.76 percent. Commute book sales also showed a healthy gain, with a total of $206,826, up 15.9 percent over sales of $178,499 made in September a year ago.

Operation costs during the month totaled $1,469,474, up $99,836 or 7.29 percent over year-ago expenses of $1,369,638. The District operated 1,937,150 miles of service, an increase of 35,668 miles or 1.88 percent over mileage for September, 1967.

Total income of $1,613,351 covered operational costs and depreciation, but left a deficit of $43,994 in meeting full bond debt requirements.

The transit industry nationally indicated a riding decrease for the month of 3.05 percent.
Happy Holidays

(Continued from page 3)

During the rest of the season, the decorated bus will operate in regular service, beaming out with taped Christmas music.

Two women operators, Adele Bosco and Priscilla "Pat" Grap, also will continue a District tradition, dressed in red and white costumes, riding buses to hand out candy canes—along with traveling information.

Veteran Santa

For Alevizos, it will be the 29th year he has been a "Santa in transit." He first welcomed commuters as a volunteer St. Nick in 1939, after playing Santa Claus several years previously for enjoyment of crippled children.

It will be the sixth year in a row a bus has been transformed into a traveling message of good will—and the third year that Santa and his helpers will bring a jolly greeting to commuters at the decorated Transbay Transit Terminal in San Francisco.

The holiday party at the terminal will be in the tradition of a nostalgic custom of fading memory, the Christmas parties once held on the Key System's ferry boat, the Yerba Buena.

Long a cherished practice, the party was held on a San Francisco-bound trip in the morning, with commuters forgoing their usual trip to crowd the Yerba Buena "practically to the water line," according to Walter Oeding, executive secretary to the general manager.

ST. NICK WARMS UP—Nicholas P. Alevizos tries out 1968 sleigh.

All of the ferry boats had Christmas trees and photographs show the merrymakers gathered inside or on the stern, whooping it up around a musical group. Camp Fire Girls, dressed in Key System capes and hats, distributed free commute book holders. Community singing, balloons and streamers were the order of the day. Parties continued on the boats until Christmas in 1938, a month before opening of train service on the Bay bridge. A party the following year at the terminal "didn't seem the same." Parties continued on the boats until Christmas in 1938, a month before opening of train service on the Bay bridge. A party the following year at the terminal "didn't seem the same.

 Were you There? This was Christmas, 1936, on ferry boat Yerba Buena, as commuters took part in traditional party.

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Safety goal goes Up as operators Show driving skill

Drivers at all divisions had a new mark to shoot at this month, a safety goal of 13,100 miles per accident.

The goal was boosted Nov. 1, only four months after it was set at 13,000 miles. In July, 1967, it was 12,750 miles per accident, but has been moving up steadily since, as driving records improved.

Both Richmond and Seminary Divisions beat the "safety bogey" in October to win the free treat of coffee and doughnuts. Since the first of the year, Richmond has moved into the winners circle six times; Emeryville Division five times and Seminary, three times.

In the "Skill is my Business" contest, second round winners to collect a day off with pay included: L. J. Fontaine, Emeryville Division; G. T. Gurschke, Richmond Division and R. V. Wieland, Seminary Division. Winners in the third round, by same division, were: J. D. Anderson, Fred Tyler and J. A. Martinez.

Participants answer a safety quiz, with winners picked from the collection of right answers.

The District had its best month yet in passenger revenue during October, as riders traveled more — and with exact change ready.

Fare box revenue totaled $1,313,634, giving the District its highest tally since start of service eight years ago. Previous high of $1,262,264 was collected in May of this year.

Revenue growth

Passenger revenue in Oct., 1960, first month of operation, was $958,057.

Another high, in public support and understanding, was attained on Sunday, Oct. 27, when everybody rode with exact change ready. No refund coupons were issued.

It was the first time, since the "Ready Fare" plan of riding was inaugurated July 14, that operators had no need to hand out coupons which could be redeemed later by riders without exact change for East Bay or transbay riding.

Issuance of refund coupons has declined steadily, with nine as an average weekday tally during October.

Transbay riding hit a new high mark on October 25, with $23,251 collected on bridge lines. The previous high of $23,009 was tallied March 18.

Intercity express lines also added to the record attainment on Nov. 4, with fare box revenue of $332,220, topping the tally of $342,220 reached Oct. 4, a month before.

A million miles

Another record, for miles traveled, was rolled up by Seminary Division in October, with 1,010,787 miles operated—first time any division has broken the million mark. The division is the District's busiest, with a fleet of 902 coaches.

It was a sentimental journey — with some highlights of good fellowship—but at the end of it, at 2:43 a.m. on Nov. 28, 1948, a No. 5 street car rumbled into the shabby darkness of the old Central car station at Second Ave. and East 14th St.

The long era of trolley transportation in the East Bay was at an end.

Some of the passengers who made the final trip were around this month to mark a 20th anniversary, remembering with wistfulness the clanking of the cumbersome cars, which once tied the East Bay in a rail-fixed, but seemingly convenient, transportation package.

Vernon Sappers, railway historian of 1802 E. 23rd St., recalls:

"National City Lines really extended itself that night. They let everybody ride free on the last trip and gave us souvenir transfers. There were a few tears shed, but we had a lot of fun, too."

The last trip, although photographed in newspapers as car #680, actually was made by car #507, with the late E. A. Martinson at the controls, Sappers said.

The car made the Telegraph Ave.-Grove St. loop to Berkeley and return, before it was headed into the barn and retirement. Aboard were a full load of rail fans and "old timers," who took part in what appeared to be the end of electric transportation.

The Key System, which had provided street car and bus transportation since the early days of the East Bay, had been talking trackless trolleys in 1946 and work had begun on overhead wires on College Ave. when announcement was made of sale to National City Lines.

The switch to more efficient, all-bus operations became immediate and a year and a half later, the last street car was phased out—replaced by the mobility of bus lines—nucleus of today's AC Transit network.
Hair of the dog turns Out pretty fine coat

Nobody can grow a better coat than a dog.
Or more specifically, certain breeds of dog like the handsome white Samoyed that makes a trio out of the family of Mr. and Mrs. Richard Collicott at 532 Talbot Ave., Albany.

Prince is the latest of four Samoyeds owned by the Collicotts and at 18 months, has yet to contribute to their unusual hobby. But brushings of various pets have produced two coats, sweaters, other clothing and a comforter.

Collicott, who retired in June, 1967, as a mechanic at Emeryville Division, helps his wife with the constant brushing that keeps the heavy coat of the dog in stately condition. The brushings — it takes 18 months to collect enough for a human coat — are spun into yarn and the yarn woven into cloth of outstanding beauty and durability.

The cloth "lasts forever," according to Mrs. Collicott, and has enviable qualities.

It's soft and white, warm, completely washable, mothproof and doesn't shrink — whoever heard of a shrunken dog?

The Collicotts, who are from England, first heard of using "the hair of the dog" in World War II, when Canadians found Samoyed hair particularly suitable for lining the vests of pilots.

The Collicotts send the fur to Seattle to have it spun into yarn and woven into cloth.

"I tried spinning it myself, but made a miserable failure. It was all bunchy. But I do my own sewing after I get the material," Mrs. Collicott explains.

The gentle dogs have been the pets of the Collicotts for 30 years.