“Sky bus” offers new approach
Actions of the Board

At an adjourned regular meeting Nov. 27, the Board of Directors:
- Adopted resolution affirming election on Nov. 5 of Ray H. Rinehart as Director at Large; William H. Coburn, Jr., as Director of Ward I and William E. Berk, as Director of Ward II.

Vietnam veteran welcomed back

When Roger A. McCluney, Jr., was granted the District's first military leave of the Vietnam conflict in Feb., 1966, fellow workers in the treasury department staged a farewell party. The cake bore two American flags and the message: "Good Luck, Roger."

Lieut. McCluney, 26, back at his desk again, figures he had the luck. He spent a year in Vietnam, saw considerable action against organized and guerilla forces, but escaped injury. His welcome back initiated a new tradition.

Honor by Board

He was honored by the Board of Directors during the Dec. 11 meeting and was presented with a plaque by Alan L. Bingham, general manager. The plaque pays tribute to McCluney's dedication and courageous action in behalf of his country.

Son of Mr. and Mrs. Roger McCluney of San Leandro, Roger will be married on Jan. 11 to Rosalind Gedney, teacher in the San Lorenzo school district. They will make their home at 26194 Gading Rd., Hayward.

A graduate of California State College at Hayward, McCluney has applied for readmission, to work toward a master's degree in business administration. His work hours will be dovetailed so he can continue his college studies. In Vietnam, McCluney spent six months as an infantry rifle platoon leader and saw what he sums up as "considerable action."

At a regular meeting Dec. 11, the Board of Directors:
- Authorized procurement of excess liability insurance coverage on basis of $100,000 self insurance, with maximum liability of $10,000,000, on motion of Director Rinehart.

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TRIBUTE—The District's first plaque, honoring service in Vietnam, is presented to Lieut. Roger A. McCluney, Jr., right, by Alan L. Bingham, general manager. McCluney has returned to the treasury department.

Tribute

During his last six months, he was the senior adviser of a five man team, advising a regional force unit of the South Vietnamese Army. The combat force, which averaged 130 men, operated against the Viet Cong and faced more danger from booby traps and mines than actual firing, McCluney said.

"The Viet Cong broke up on contact and I was only pinned down about three times during last six months. I was extremely lucky the whole time."

TRIBUTE—The District's first plaque, honoring service in Vietnam, is presented to Lieut. Roger A. McCluney, Jr., right, by Alan L. Bingham, general manager. McCluney has returned to the treasury department.

Electronic "sky bus"

New vehicle proposed for future transit

The District moved further into studies of travel innovations this month, considering one "radical break with the past," an electronic "sky bus" which whizzes along at high speed on its own guideway.

The Board of Directors was shown a film of the computer-controlled transit vehicle as one concept which might provide rapid, comfortable and economical feeder service to Bay Area Rapid Transit stations.

The District is exploring different approaches to local mass transit systems, inviting manufacturers to present ideas on modes of travel which might keep step with overall urban development. Management also is conferring with public officials and agencies to determine local thinking on future transit requirements, particularly those involving possible new types of operating systems.

Westinghouse Electric Corporation, in a presentation on its experimental Transit Expressway, constructed near Pittsburgh, Pa., proposed a similar system to link Metropolitan Oakland International Airport with BART's Coliseum station and the Coliseum complex.

Campus link

A "sky bus" system could be constructed to connect BART's downtown Berkeley station with the University of California campus, perhaps traveling through the campus itself, according to Joseph C. Marshall, Westinghouse transportation engineer.

The noiseless, electric-propelled vehicles might link Hayward BART stations with the downtown area and the California State College, or could join different sections of downtown Oakland, including a short shuttle between the Kaiser Center area and the 19th St. BART station, Marshall said.

The Transit Expressway features dri-

"SKY BUS"—One concept of high-speed transit whizzes on Pennsylvania test track. verless, rubber-tired vehicles which operate over a concrete guideway. The "sky buses" can operate on two-minute headways, at speeds of 50 miles an hour.

Using lightweight cars, seating 28 persons, with room for at least 28 standees, the system is designed to serve peak demands of 5,000 to 16,000 people per hour. The vehicles can operate singly or in trains, providing continuous, round-the-clock service.

Costs vary considerably in the Westinghouse projections, depending on number of vehicles, stations, single track or double track, terrain and construction specifications, Marshall said.

However, capital and operating costs are expected to be below those of a conventional rapid transit system because of the lightweight roadway, flexibility of train length for most efficient use of equipment at all times and automatic control of operations, the engineer added.

A projection for a 3½ mile system between the airport and the coliseum would cost about $9,000,000, exclusive of right-of-way, Westinghouse said.
Everything is doubles
As departments join
In farewell to workers

John J. Manha, 63, veteran mechanic whose inventive ability consistently led to better ways of bus maintenance, "closed up shop" at Emeryville Division this month to retire to his home on Bethel Island.

Simultaneous retirement of Lawrence Ray Butler, 67, leadman in the stores department, resulted in a twin farewell party from workers, with two cakes, two speeches and the presentation of two retirement pins by the general manager.

Gifts reach two tall heaps.

Manha, first winner of the Golden Wheel Award in Feb., 1965, received tribute then for his "better ways of doing things." He also received a Fleet Owner award for development of an injector tester. Manha went to work as a machinist helper in 1932. He'll have time now for bass fishing, from his own dock and a boat.

Butler, who has moved to Turlock, joined the track gang in 1940, moving three months later to the car barn on Telegraph Ave. In 1946, he threw the switch to turn the last street car into that barn and two years later, repeated the performance at Central barn.

When the final train made its run in 1958, Butler was there to turn it into the yard. He moved into the stores department in Feb., 1959, and took charge of the Kardex, with some 13,000 items under his supervision.

Long prison term for Convicted bus bandit

A sentence of 15 years to life in State prison has been given Lawrence Mosley, 22, of 1826 Alcatraz Ave., Berkeley, for the robbery-shooting of bus driver Ralph Livingston on June 10.

Superior Court Judge Zook Sutton handed down the sentence on the robbery charge after Mosley was convicted by a jury. Sentencing on a charge of assault to commit murder was stayed pending appeal by Mosley's attorney.

Mosley was arrested about a month after the hold-up when a witness picked him out from police files.

Final tribute to James Viguier

Bus drivers throughout the District paid their own tribute to the veteran of them all this month when they turned their headlights on for one minute in honor of James L. "Jimmy" Viguier.

"Jimmy," who was 81, died on Dec. 2, one day after his retirement as a supervisor became effective. He had been on the job over 61 years when he was taken ill July 22.

As a requiem mass began at St. Mary Magdalen Church in Berkeley, Central Dispatch notified drivers over the two-way radio system that lights could be turned on as a tribute to a transportation worker who was a legend in his own time. Lights clicked on as buses traveled in East Bay cities and across the bay bridge, but—as "Jimmy" would have wanted it—there was no slackening of schedules. Oldest employee in years and in length of service and "Mr. Transit" to generations of riders, he was credited with knowing every schedule—and seeing they were maintained.

Transportation manager D. J. Potter could recall only one other occasion of similar respect.

In September, 1936, as the Larline sailed into San Francisco Bay with the ashes of his father, the late James P. Viguier, first superintendent of the Key System, flags on ferry boats were lowered to half staff and Key Route trains stopped running for one minute.

"Jimmy," of 975 Tulare Ave., Berkeley, went to work for the Oakland Transit Co., forerunner of Key System, in Feb., 1906. After six months in the shops, he moved to lower Broadway in Oakland as a "trouble shooter." He had been on Broadway since, moving up town a bit to "headquarters" between 13th and 14th St. He had been a supervisor since 1913.

His wife, Sarah—known to friends and fellow workers as "Sally"—survives.

New tokens arrive;
Issued to outlets

With a new issue of bus tokens received and others on the way, the District began mixing the new with the old this month, boosting stocks depleted by riders buying in larger quantities. A portion of the first 100,000 was set aside for coin collectors. The minting of one million new tokens was ordered in September, to permit more effective distribution to firms handling token sales under the "Ready Fare" plan of riding.

New tokens look the same as the older model, except for the "Ready Fare" insignia on one side and the date, "1968."

The District's first tokens went on sale in October, 1961, marking a first anniversary of operations.
The Transbay Transit Terminal rang with Christmas music, commuters homeward bound from San Francisco clutched free candy canes and a cheery, decorated bus carried an international message of “Happy Holidays.”

The District’s traditional efforts to extend season’s greetings to all was wrapped this year with a ribbon of happy response.

Everybody had a good time.

An airborne Santa Claus, riding in his own sleigh on top of a decorated bus, ushered into the holiday program. Hundreds of adults and children, alerted by publicity in news media, waited at stops to welcome the traveling greeting card.

One thing was apparent from the looks on waiting faces. Happiness was tucked right in the sled, alongside of St. Nick—Nicholas P. Alevizos, superintendent of Richmond Division. Free candy canes, distributed by two women drivers, Mrs. Adele Bosco and Mrs. Priscilla “Pat” Crap, added to the fun.

The bus, with St. Nick on top, traveled through nine cities, making five-minute “Candy Cane” stops.

After the initial introduction, the bus continued in regular service on major trunk lines for the remainder of the season. The coach was decorated with Santa Claus cutouts proclaiming “Happy Holidays” in 21 languages.

The two women drivers, dressed as Mrs. Santa Claus, rode the holiday bus and regular service to distribute additional candy canes and answer traveling questions.

Santa and his helpers gathered together again in a team to lead an unusual holiday party at the San Francisco terminal. Young accordion players, the “Glotones,” provided holiday music, performing against a “Christmasy background” near the decorated ticket office.

Candy canes were handed out to surprised—and pleased commuters. An added treat, for the old-timers among riders, was a display of blown-up photographs, showing scenes from Christmas parties held on Key System ferry boats over 30 years ago.

Something new to put in Christmas stockings also was offered—gift-packaged ticket books. A gift envelope, featuring a horse car of the “elegant eighties,” was used as container for 20 and 40 ride adult books and 10 ride youth books, sold as “stocking stuffers.”

A brisk increase in business was recorded during October, continuing a growth pattern evident during the first four months of the new fiscal year.

Passenger revenue for the month totaled $1,313,634, an increase of $60,059 or 4.79 percent over year ago revenue of $1,253,575. Revenue on East Bay lines was $755,046, up 3.49 percent over the same month a year ago. Revenue from transbay lines totaled $558,588, an increase of 6.61 percent over the fare box tally of October, 1967. Commute book sales also showed a decided increase, with a total of $243,936, up 18.3 percent over year ago sales of $206,267.

The number of passengers carried totaled 4,862,102, up 2.98 percent over the count of 4,721,362 taken for October, a year ago. East Bay riding showed an increase of 2.28 percent, while transbay riding had a gain of 4.94 percent.

Operation costs during the month totaled $1,495,945, an increase of $125,631 or 9.17 percent over year ago expenses of $1,370,314. The District operated 2,140,942 miles of service, an increase of 102,533 miles or 5.03 percent over mileage for October, 1967.

Total income of $1,797,757 was sufficient to cover operational costs, depreciation and bond debt requirements.

Passenger revenue for the month was the highest in District history, since start of operations exactly eight years ago.
“Little Mac” receives Golden Wheel award

“Little Mac,” a favorite with customers and fellow workers, received the Golden Wheel Award for Distinguished Service this month for outstanding service as a District representative and “salesman in dealing with the public.”

The award was presented to Robert J. MacDonald, 59, during a meeting of the Board of Directors.

In making the presentation, Alan L. Bingham, general manager, cited “Little Mac” for his warm, pleasant manner and initiative, which has earned him the esteem of passengers and employees alike. He also was rated as one of the “most requested drivers for charter and special events service.”

“Little Mac” is among the most traveled of District drivers, taking the wheel on trips which have taken him, time and again, to every part of California.

MacDonald, of 3695 39th Ave., drives regularly on transbay Line B-Grand Ave.

His first connection with transportation began in 1936 when he worked at the news stand at the Ferry Building in San Francisco. In 1939, he moved to the stand at the Transbay Transit Terminal, when it was jammed with passengers riding the bridge trains. MacDonald joined the operating department as a driver in 1941 and a year later, was made supervisor, working at Treasure Island during World War II years. He returned to driving in 1946.

A widower, “Little Mac” spends his off time with a son, Robert Jr., of Pleasanton, and three grandchildren—enthusiased boaters and water skiers.

The award included a $50 U.S. Savings Bond, certificate and lapel pin. In addition, “Little Mac’s picture is on display on the outside of District buses and in gilly rooms at all divisions.

Carmen’s Union elects New slate of officers

Edward A. Cordeiro defeated other candidates to take over as president of Amalgamated Transit Union, Division 192, at Dec. 4 elections. Re-elected as financial secretary-treasurer was W. F. McClure. At run-off elections, Mike Chuha was chosen recording secretary and George Garcia was named operating business agent and vice-president. James Thomas was declared maintenance business agent and vice-president.