Excursion to Rio Vista
A chance to meet old friends
**Actions of the Board**

At an adjourned regular meeting April 23, the Board of Directors:

- Authorized District employee to attend Department of Transportation middle management training course, on motion of Director Coburn.
- Referred Fremont resolution, asking participation in transit feasibility study, to Project Development Committee and authorized General Manager to continue meetings with city representatives, on motion of Director Warren.
- Authorized attendance at ATA regional conference, on motion of Director Coburn.
- Directed discontinuance of special baseball service to Oakland Coliseum from Alameda, downtown Oakland and El Cerrito, on motion of Director McDonnell.
- Adopted resolution relating to continuation of studies, planning and records of Bay Area Transportation Study Commission, on motion of Director Bettencourt.

- Approved service changes affecting Lines 46-87, 90 and 93A, on motion of Director Bettencourt.

At the regular meeting May 14, the Board of Directors:

- Declared surplus 31 older model buses and authorized sale to highest bidder, on motion of Director Coburn.
- Authorized District employee to attend AT A regional conference, on motion of Director Bettencourt.
- Referred Fremont resolution, asking participation in transit feasibility study, to Project Development Committee and authorized General Manager to continue meetings with city representatives, on motion of Director Warren.
- Authorized attendance at ATA regional conference, on motion of Director Coburn.
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**Ready Fare plan wins safety award**

Employees of the District have been given recognition for pioneering and implementing the Ready Fare plan of riding, which took monetary stock off buses, eliminating a cause for robberies.

The award, presented by the California State Compensation Insurance Fund, notes the exact fare plan has reduced the incidence of injuries and death.

Such achievement awards usually are given to individuals and groups and rarely to organizations, according to William Morris, district manager. "But when AC Transit was faced with a serious problem, it developed and implemented an unusual program," Morris pointed out. "It was resolved by direct action to eliminate the problem. As a result, the District met its objectives in reducing assaults and robberies, while attaining efficiency in other areas."

**Steam as power source**

Fight against air pollution has put steam in foremost position to replace power sources for cars, buses and trucks, according to Roy A. Renner, engineer. Renner, technical engineer for the government-funded steam bus project, told the Board of Directors the technologies of the nuclear and space industries have made possible development of steam vehicles which can compete favorably with those powered by gas.

Specifications for steam plants have been sent to potential vendors, G. M. Taylor, project manager for the District, told the Board.

**How to save the easy Way by buying bonds**

Employees were reminded this month they can save money "painlessly" and with great convenience under the U.S. Savings Bond program operated by the District.

Workers pick any amount they want to save, and it's deducted from wages automatically, building toward the purchase of the savings bond. An authorization card from the worker is all that's needed to participate in the plan—or to boost the amount now being deducted for those already putting aside something for the future through the savings plan.

**Delivery of new Buses send older Models to pasture**

With 30 new buses on the property and another 15 due for early delivery, the District has been able to make the first retirement of older equipment since the last gasoline bus went out of service in 1965.

Thirty-three of the venerable "work horses" are being retired, after carrying East Bay riders for 22 years.

First bus to roll to the end of the trail was No. 1806, which had worked out of Seminary Division since 1947, transporting riders from southern Alameda County and East Oakland. In latter years, the older buses have rolled only in peak hour service on busy transbay lines.

The retired models are being pastured at Richmond Division, where they will be sold at a later date. All are 45-passenger models, with an average of 750,000 miles in operation.

They were acquired when the District purchased facilities of Key System Transit Lines and commenced operations on Oct. 1, 1960.

With 45 new buses being added to the fleet, the District will have 700 coaches, 462 of them "new look."

**Excursion to railroad Museum to mark ninth Anniversary of District**

Save a date in the fall—when the hay is in—and the Bay Area Electric Railroad Association might say.

To commemorate the ninth anniversary of the date when AC Transit went into operation—Oct. 1, 1960—a family excursion is being planned to the California Railway Museum, operated by the association at Rio Vista Junction in Solano County.

The public is invited. So are present employees and retired workers, who will find a Sunday trek to the museum a chance to meet old friends.

The circle of friendship will include Key System equipment of memory: two bay bridge trains, two street cars and working units.

Some of the cars will be running and everybody will have a chance to ride—and to remember.

Details will be announced later, but it will be a day for lawn picnics, for climbing on and off equipment and for admiring the railfans who have saved a part of electric railroad history.

Cover photo is from collection of Harre Demoro, railway historian.
New accident reporting program

A training program on accurate accident reporting sent bus drivers and supervisory personnel back to the classroom this month for a course designed to save employees time and trouble and to aid the District in handling claims.

The teaching method, new to the transit industry, makes use of coordinated slides and taped information to illustrate basic steps to follow in reporting each accident.

During the one hour and 45-minute program, listeners work on reporting a simulated accident, seen on the screen.

Slides illustrate steps to follow, showing the driver's job when an accident occurs. Students learn what material they should have on hand and what to do in order of importance, starting with writing the license number of the other vehicle on the palm of the driver's hand.

Each step, including taking care of injured parties and calling Central Dispatch, is visually illustrated.

Listeners have answer sheets to put down selections to taped questions, then hear and see what the correct answer should be and why.

DOT to conduct executive training course

Joseph P. Priolo, 29, accounting supervisor in the General Offices, will be the first District representative to take part in a new management training program sponsored by the U.S. Department of Transportation as an aid to nation-wide improvement of transit.

The two-week course will be given in Andover, Mass., to 22 applicants from across the country, chosen for instruction that will assist them in qualifying for advance-

ment and supply a working understanding of management responsibilities.

If the course is successful, other District employees will be recommended for instruction, according to Alan L. Bingham, general manager.

Priolo, of 2914 Dublin Dr., South San Francisco, came to the District in March, 1968, after five and a half years with the San Francisco Police Dept., in the Bureau of Special Services and Intelligence.

He is a graduate of Sacred Heart High School, and City College of San Francisco and took his bachelor of arts degree in business administration at San Francisco State. He is the father of four children, including a boy born May 8.

Bus operator drowns

In boating tragedy

Funeral services have been held for Howard Wales, 46, of 607 Via Manzanas, San Lorenzo, veteran District driver, who was drowned April 20 during a fishing trip with fellow workers.

The tragedy occurred in rough water off McAvoys Harbor in the Sacramento River after a wave capsized the men's 16-foot motorboat.

Wales clung to a floating ice chest for a while and other fishermen tried to throw him a life jacket, but he was unable to reach it.

Supervisor Duke Christian, 50, of 2368 Montgomery Ave., Concord, was able to swim to a nearby buoy.

Instructor Charles Rush, 49, 16238 Maubert St., San Leandro, hung on to the legs of his son, Bruce, 31, who in turn clung to the boat. The three were picked up by other boaters.

Wales, who disappeared before the rescue, was the father of five children.

Youngsters get a fair pitch from driver

Just about everybody may worry about kids and the troubles they can get into, but Lonnie Abner, 44, bus driver now breaking in as dispatcher at Seminary Division, took it a step further.

"I inquired down at Madison Junior High School in Sobrante Park to see if there just wasn't something I could do," the "something" made Abner a student supervisor for five months and has put him into a baseball uniform.

Even though he has no youngsters of his own at the school, he's an active member of the Madison Dads Club and

FOR KIDS -- Driver Lonnie Abner keeps "pitching" to help teen-agers.
District tees off with tournament

General Manager Alan Bingham, left, congratulates Ray Holmes, center, and Richard Bent.

Admiring trophies at first official AC Transit golf tournament are, from left, Joe Galindo, Les Minear, Alice Perkins and Lester Roadabush. Workers from all divisions took part in match.

Winners of the first place trophy were Amos Blackman, driver from Emeryville Division. Second place went to Al Lawrence, driver from Seminary Division, while third place trophy was collected by Gary Thomas, Richmond Division.

Operation costs during the month totaled $1,509,873, up $89,738 or 6.32 percent over year-ago costs of $1,420,135. The District operated 2,087,442 miles of service, an increase of 41,507 miles or 2.03 percent more than mileage of 2,045,935 operated in March, 1968.

Total income of $1,750,669 was sufficient to cover operation costs, depreciation, and bond debt requirements.

The transit industry nationally indicated a riding decrease for the month of 2.37 percent.

Bus drivers and other District personnel proved they were good at more than one kind of driving this month when they teed off at Skywest Golf Course in Hayward for an annual tournament.

A dozen teams participated in the match, with executives—including John McDonnell, member of the Board of Directors—pitting their golf skill against operators and maintenance men.

One woman driver, Mrs. Alice Perkins, was among the swingers.

Waiting turn are, left to right, Dave Rodriguez, George Akers, Bob Goforth, all from stores department.

Ready to start are, from left, Dick Jerome, Eddie Vigil, George Akers, Bob Goforth, all from stores department.

Starting times are checked by, from left, James Davis, Tony Lucchesi, Hal Davis.

Revenue on upswing during March

Fare box revenue moved into the black in March, with an increase in income on both East Bay and transbay lines. The number of passengers carried showed a slight increase for the month, as compared to March, 1968.

Rider revenue totaled $1,280,115, up $43,545 or 3.52 percent over year-ago income of $1,236,570. On East Bay lines, revenue was $711,678, up 1.39 percent over revenue of $701,903 for the same month in 1968. Transbay revenue continued to increase, with a total of $568,437, up 6.32 percent compared to revenue of $534,667 for March of the previous year.

Commute book sales for March totaled $224,387, a boost of 10.9 percent over year-ago sales of $202,697.

Passengers carried during the month totaled 4,636,075, up 46 percent over the count of 4,614,683 made in the same month in 1968. East Bay patronage held steady, with a decrease of .52 percent, while transbay riding was up 3.88 percent.

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Retired workers plan
Life of leisure, fun

Thirty years of driving have hardly taken the edge off for Elmer Klingler, 66, retired from Richmond Division.

He and his wife are leaving in their camper to travel "which ever way the wind blows," starting with Wyoming or Canada. They live at 5412 Esmond Ave., Richmond.

Klingler went to work in July, 1939, as a bus driver and well remembers his first run on the Ashby Ave. line with Al Werta, then the only instructor.

"As Al was walking aft, a little white dog ran out in front of me. I hit the brakes and threw him full length in the aisle.

"He said it was a good thing I missed the dog, though," Klingler recalls.

Known as "L Line Klingler," he's been at Richmond since ferrying buses to the division when it opened in '47.

Bass fishing will occupy the time of Frank Butorovich, 62, who is moving to a mobile park at 28807 Pluto, Hayward, after working 27 years as a body repairman. Frank, who has his own 19-foot boat, expects to enjoy leisure "without yard work" and more time to fish. He went to work in Dec., 1944, at Emeryville shops.

Pete Paulson, 57, lost no time in leaving the unit room at Emeryville Division to open his own shop for "rock hounds" at Williams, Ore.

Paulson reports the fish are jumping out of the water so fast he hasn't had to use a rod—and rocks apparently are waiting around to be polished. He went to work in Dec., 1944, at Emeryville shops.

PINNED — Elmer Klingler receives retirement pin from superintendent N. P. Alevizos.

Frank Butorovich