Ride the "PONY EXPRESS"

DIRECT SERVICE TO GOLDEN GATE FIELDS

TRANSIT INFORMATION 653-3535

Jockey touts Service to track
I am writing in regard to the recent change in the route of Line 51A. I must visit my mother (who is 78-years-old, is arthritic, and needs daily care and attention) every morning from my home in Richmond. She lives in close proximity to the North Berkeley BART station.

Since the 51A no longer stops at that BART station, I now must take whatever bus comes to El Cerrito Plaza and proceed to Cedar and San Pablo. I then must walk about 6 to 9 blocks in the dark early morning hours to my mother’s. This presents a very dangerous situation.

I sincerely pray that you will reconsider and change the 51A back to its old route.

Marcelle Patterson
Richmond

(Ed. Note: We regret any inconvenience that this change in service has created for your specialized needs. Service analysis indicated very minimum patronage on Line 51A in the Cedar Street corridor area. However, we will continue to evaluate the service pattern for this area.)

It’s always a pleasure to applaud the good drivers, of which you have large quantities. I’d like to call your attention to a particularly courteous and careful driver (James Sutton) on the 7 - Euclid bus. He seemed to have a natural talent for being courteous to the very old, as well as to young students and to everyone in between.

And his driving was equally skillful. A very good man!

T. P. Magilligan
Berkeley

I got such a kick out of that bus that is decorated for Christmas. I enjoy the festivity of it.

Most of my appreciation, however, goes to the AC Transit bus drivers. The overwhelming majority are courteous, careful and friendly.

Given the importance of mass transit in light of the energy situation, it’s very important that bus service be looked upon as reliable and pleasant. Thanks largely to the bus drivers, that is the way I look upon AC.

Judy Turley
Berkeley

Almost without exception, compared with other cities and other countries, your drivers are outstanding. All my visitors from overseas have remarked on it.

Dorothea Angell
Oakland

I am writing in lieu of my wife, who was mugged in broad daylight. My purpose is to pay high tribute and thanks to one of your employees (who would not leave his name, but we were able to track him down).

Following the incident, my wife’s card case, including credit cards, driver’s license, etc., was found on the bus seat.

The gentleman (Operator Anthony Villalovos) contacted my wife and the next day on his off-time delivered the case in person. I believe it calls for some commendation of a gentleman like this who performs a service well above the call of duty.

David Markovitz
Oakland

Richmond businessman William E. Berk was selected to serve as president of AC Transit’s policy-setting Board of Directors during the current year.

Berk was chosen by fellow Board members during the year’s first regular meeting early this month. He succeeds Oakland businessman John L. McDonnell, who served as Board president the past two years.

A leader in transit policy decision-making since appointment to the Board in 1961, Berk is a native and a resident of Richmond and is also active in civic groups and professional associations in that city.

He has served previously as president of the District’s Board of Directors—in 1969 and 1970.

Named to continue for another term as vice-president of the Board was Roy Nakadegawa, a resident of Berkeley and a civil engineer for the City of Richmond who was first elected to directorship in 1972.

The selection of board officers followed the swearing in of four incumbent directors returned to office in the November, 1978, general election.

Directors taking the oath of office were William Bettencourt, a public relations executive who has served on the Board since its creation in 1956; Jean A. Holmes, a Fremont businesswoman appointed to the Board in 1977; John L. McDonnell, an Oakland businessman and Board member since 1956; and Nakadegawa.

In the November election, Nakadegawa (then representing Ward I, parts of Berkeley and Oakland) outpolled then-incumbent Paul B. Godkin for the single at-large seat on the ballot.

This month, Directors are seeking expressions of interest from residents of Ward I who wish to be considered for appointment to the now-vacant seat.

Letters of interest and statements of qualifications concerning the pending appointment are being accepted through February 1 by the District Secretary at AC Transit’s General Offices, 508 16th St., in Oakland.
Four New Appointments Announced

Four long-time transit employees have assumed positions with increased responsibilities.

Billy S. Lyle, who began his transportation career as a driver in 1953, has joined the management staff as personnel manager after serving on an interim basis as acting personnel manager. In earlier positions, he served as assistant personnel manager and as superintendent of Seminary Division.

In another management promotion, Richard H. Bertz, whose service dates from 1942, has been confirmed as maintenance manager following an interim appointment as acting maintenance manager. His earlier position as assistant general superintendent of Maintenance at Emeryville Division followed years of experience in all phases of the maintenance activity.

Frank A. Johnson, formerly a maintenance foreman, has moved up to the position of superintendent of maintenance at Emeryville Division. Except for a period of service in the Navy during World War II, Johnson has worked in transit maintenance since 1942.

Taking over the maintenance superintendent position at Richmond Division is Albert Villata, a former maintenance foreman at the division. Villata’s transit experience dates from 1943 and includes earlier positions as service man, mechanic, and leadman.

Recent Retiree Dies

Manuel J. Kluski, 63, who had completed 37 years of service at the time of his retirement last October, died January 4. Funeral services took place in Hayward.

Previously a resident of Oakland, Kluski had planned to make his retirement home in Clearlake Highlands.

Kluski had been a utility service employee at Seminary Division. He is survived by his wife, Virginia, and one child.

Board Actions

(Continued from back page)

- Authorized participation by two District representatives in APTA Legal Affairs Committee meeting on January 15-16 in San Antonio, on motion of Director Rinehart.
- Adopted a motion to not provide a substitute service for CALTRANS current weekday commute-hour transbay service for bicyclists, on motion of Director Bettencourt.
- Established compensation for Legislative Representative at a maximum of $1,000 per month depending on duties performed, on motion of Director Bettencourt.
Leisure ahead

Four complete long transit careers

Carl Matous, retiring as chief dispatcher at Richmond Division, is a true transportation veteran: he worked summers as a fireman for the Burlington Railroad while still in high school, then spent 12 years as a bus driver in Nebraska before beginning his 36 years with Key System and AC Transit.

Though he spent brief periods here as driver and receiver, most of Matous’ experience has been as Richmond’s chief dispatcher, his job since the early ’50s.

In his retirement, he plans to spend more time on a much different form of transportation: the bicycle. He and wife Dena are bicycling buffs who have logged about 6,000 miles on their two-wheelers.

The couple, who will celebrate their 50th wedding anniversary in June, have one son, Ray, two grandchildren, and two great-grandchildren. The Matous’ home for 36 years has been in Albany.

More time

Post-retirement leisure means more time for working around the house and for his favorite hobby, photography, according to Frank Otsuka, who retired as a mechanic at Richmond Division after 28 years of transit service.

Otsuka joined Key System in 1950 as a maintenance employee at Emeryville Division, moving up to a position as mechanic a couple of year later. About 27 of his service years were spent at Richmond Division.

With no more excuse for putting off such chores as cleaning the garage of the San Pablo home in which he’s lived for 28 years, Otsuka says he expects to keep quite busy. Sharing his retirement years are wife Toshiko and son Jim, 13.

Richard White, an operator at Emeryville Division for 23 years, is exchanging the harsh sounds of freeway traffic (his last three years were on Transbay runs) for the considerably mellower cries and chirps of birds. In his retirement, he expects to spend more time taking care of the approximately 1,000 exotic birds he raises in Martinez.

White’s time-consuming hobby (feeding and cleaning take about four hours a day) is more for pleasure than for profit right now, he says, though he does sell some birds. Among the varieties now in his collection are cockatiels and rosellas from Australia, ringnecks from India, and painted quail from Africa.

White’s family includes wife Kathleen; son Charles, 16; four grown children; and seven grandchildren.

Transit family

On New Year’s Eve, 1945, George Walden — retiring as a driver at Seminary Division — picked up his scheduled run. He had completed 25 hours on the job by the time he turned the bus into the division yard. Questioned by the superintendent as to why he was an hour late for work, Walden had to explain that he already had gone around the clock twice.

“It was tough,” he says. He had a good background to handle it, however, because he comes from a transit family. In fact, counting his father’s, brother’s, and nephews’ service along with his own 38 years, Walden estimates that the clan has recorded more than a century in public transportation.

In retirement, Walden lives in San Leandro with wife Virginia.

November Report
Actions of the Board

At a regular meeting December 13, the Board of Directors:
• Authorized participation in Bay Area Urban Transit Institute sessions during 1979, on motion of Director Bettencourt.

• Authorized participation in APTA/UMTA-sponsored Productivity and Performance meeting in San Francisco February 6-7, on motion of Director Nakadegawa.

• Adopted resolution declaring official results of election November 7, 1978, of Director at Large and Directors from Wards III, IV and V, on motion of Director Bettencourt.

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At an adjourned regular meeting December 27, the Board of Directors:
• Endorsed the CALTRANS-funded Downtown San Francisco Flextime Demonstration Project, on motion of Director Nakadegawa.

• Awarded contract to Curtis Pacific, Inc., for five stationary air compressors and three aftercoolers, and to Sullair Pacific, Inc., for a portable air compressor, subject to compliance with specifications, on motion of Director Rinehart.

• Referred to management for evaluation all bids for furnishing software for Payroll/Personnel computer applications, on motion of Director Nakadegawa.

• Authorized General Manager to advertise and seek bids for purchase of a milling machine and two electro-mechanical coin counter/sorters, on motion of Director Bettencourt.

• Authorized General Manager to send a representative to the APTA Operations Committee meeting January 23-24 in Cincinnati, on motion of Director Rinehart.

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At a regular meeting January 10, the Board of Directors:
• Elected William E. Berk president and elected Roy Nakadegawa vice president, on motion of Director Bettencourt.

(See story, Pg. 3)

• Authorized General Manager to advertise and seek bids for purchase of bus driver uniform trousers and slacks, on motion of Director Rinehart.

• Authorized contract to Information Associates for furnishing software for Payroll/Personnel computer applications, on motion of Director Nakadegawa.

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