California Railway Museum:
Trek into transportation past
I thought it an appropriate time to express my sincere appreciation of AC Transit bus services, and particularly that of the #84 and #91 lines in Castro Valley. I must depend on this service frequently. I would also like to say that I have always been impressed by the courtesy and helpfulness of the majority of the drivers. They have a demanding job requiring patience and concentration. They deserve every bit of affirmation possible.

Dorsey B. Simmons
Sisters of the Holy Family
Castro Valley

I should like to commend you for having such a smooth, careful, and courteous driver as Mr. Emanuel Johnson. I put 60 cents in the box and Mr. Johnson asked to see my senior card. I had forgotten it and made a good-natured attempt to convince your driver that, indeed, I am almost 67 by showing him my grey (almost grey, that is) hair. He remained politely firm that I pay the regular fare, which I did with a smile.

Driving a bus in traffic and meeting all kinds of people under all kinds of circumstances can be trying. I am impressed by your drivers on the 57 and the N Lines, and Mr. Johnson is a good example of their skill and pleasant courtesy.

Travis Lafferty
Oakland

A letter of commendation for Operator Dorsey B. Simmons.
This operator went out of his way to obtain assistance by phone for a handicapped wheelchair patient and assured him help was coming. Also, the driver was more than courteous to his passengers, making sure people who were unsure about destination fully understood directions, even to approaching some of them more than once.

I am a frequent bus rider and I think Operator Dorsey is a distinct asset to the community and to AC Transit. We need more like him.

Alice Marshall
Walnut Creek

I am writing this to commend one of your drivers (who) drives the #51 bus which arrives at the Rockridge BART Station at 2:25 every weekday afternoon. He (Jesus Aguirre) is always on time, which is very important to a mother picking up a young child (my little boy at school). I know I can count on him. He is also courteous, friendly, and does not speed or jerk the bus.

I realize that time of day is difficult for drivers, but this one always manages — even in torrential rain. I do not drive at all, and he has been a Godsend to me this long, terrible winter.

Diana J. Geary
Oakland

Two top AC Transit officials addressed the Alameda County Mayors' Conference May 11 on two important transportation issues: continuing the use of bridge tolls for transit support and the need for better land use planning by cities.

Board President Michael H. Fajans urged the mayors to give greater attention to incorporating public transit into the land use planning processes in development of new areas and redevelopment of older sections of their communities. Also appearing before the mayors was General Manager Robert E. Nisbet, who briefed the political leaders on Assemblyman Robert Campbell's (D-Richmond) proposed bill (AB 749) which would provide continued funding from bridge tolls for public transit.

City planning

Using a series of slides to illustrate local examples, Fajans showed the mayors both good and bad results from city planning policies and their ultimate impact on mass transit operations and riders. For instance, the District continues to encounter problems — as the slides showed — in establishing transit service, at the request of communities, where uninterrupted soundwalls preclude pedestrian access to bus stops, and easy pedestrian access is a vital element to efficient public transit. It should be a goal in land use planning, he stressed.

Other problems Fajans cited: new subdivisions and industrial parks with street layouts that don't permit bus access and large apartment complexes built at the end of cul-de-sacs.

In addition to promising continued efforts on the part of AC Transit to help cities plan for public transit, Fajans gave the mayors two documents produced by the District: “Guide for Including Public Transit in Land Use Planning” and “Transit Facilities Standards Manual.”

Toll dollars

Every one dollar of Bay Area bridge tolls produces an additional four dollars in funding when channeled to public transit, Nisbet said, because it is used as local matching funds to secure grants on a 20 percent local, 80 percent federal formula. Toll bridge money has enabled AC Transit to replace more than half its older fleet of 850 buses while embarking on a construction program for upgrading and developing operational facilities in Oakland, Hayward and Emeryville. AC Transit's current operating program accounts for 9,600 total jobs, directly and indirectly, Nisbet said. And the capital improvement program means an additional 2,500 jobs.

Continuation of bridge toll assistance, Nisbet said, means more quality bus service for the 250,000 riders AC Transit carries daily — including the 50,000 who travel to and from San Francisco on an average weekday. Without AC Transit bus service on the Bay Bridge, Nisbet stressed, commuters using their cars would have an additional one and one-half hours travel time due to traffic congestion.
TRANSIT SAFARI — AC Transit’s Line L from Richmond to the Transbay Terminal was part of a May 4 journey via various regional transportation systems for Quentin Kopp (above, third row, aisle), Chairman of the Metropolitan Transportation Commission and San Francisco Supervisor. Kopp and a party of public officials, press, and transit representatives covered nearly 200 miles by rail and bus, using seven Bay Area systems. Above, Robert Shamoon (far right), Assistant General Manager for Operations, discusses transit matters with Kopp and (middle row) MTC’s Larry Dahms, Executive Director, and Marilyn Reynolds, Manager of Information Services. Below, left, Larry Rosenberg (center), Assistant General Manager for Administration, offers a ‘welcome aboard’; below, right, Kopp is greeted during a stop-over in downtown Oakland by General Manager Robert Nisbet and Director Linda Shepard.

MUSEUM VARIETY — Visitors of all ages find excitement when they climb aboard a car pulled by a classic old steam locomotive (top photo); enjoy the sense of tranquility offered by a quiet spot on the grounds (above); and also may react with amused appreciation at such sights as the unmatched caravan of vehicles out of our urban past (right). Donald Kaplan Photos

Steam, diesel, and electric locomotives; freight and passenger cars; scads of streetcars — they’re there not only for admiring but for riding at the unique California Railway Museum, Rio Vista. A visit is an exercise in time-travel. Bay Area Electric Railroad Association, Inc., founded the non-profit museum, with volunteers laboring lovingly to restore the vehicles, then taking turns operating the revitalized rolling stock.

It’s open Saturdays, Sundays and weekend holidays from noon to 5 p.m.
Recent deaths diminish list
Of transit service veterans

John R. Hahn, 80, who retired in 1972 after 46 years of transit service, died April 3 in LaGrange, CA. At the time of his retirement, he was a Seminary Division driver who had reached the top of the operator's seniority list. His span of service dated from 1925.

Hahn is survived by his widow, Gertrude; a son, John, Jr.; and daughters Irene Blomgren and Kathleen Hackim.

Allen M. Daniels, 71, who had completed 15 years of District service when he retired in 1977, died during the first week of April in Point Richmond. Prior to retirement, he had been a leadman in Maintenance Department, Richmond Division.

A daughter, Lucinda Montgomery, survives him.

The following descriptive prose and statistics were published by Key System Transit Lines in a passenger information brochure, circa 1951:

Key System Transit Lines is one of the Bay Area's major industries. Here are some startling figures:

<table>
<thead>
<tr>
<th>Category</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Payroll</td>
<td>$7,317,000 annually</td>
</tr>
<tr>
<td>Employees</td>
<td>More than 2,000 — 1,200 on the streets, 809 behind the scenes</td>
</tr>
<tr>
<td>Passengers Carried, 1950</td>
<td>Local, 76,238,000; Transbay, 18,228,000; a total of 94,466,000</td>
</tr>
<tr>
<td>Buses Operated</td>
<td>600</td>
</tr>
<tr>
<td>Trains Operated</td>
<td>88 articulated 2-car units</td>
</tr>
<tr>
<td>Cost of buses</td>
<td>Approximately $20,000 each, average</td>
</tr>
<tr>
<td>Cost of Gas and Oil, per year</td>
<td>$615,000</td>
</tr>
<tr>
<td>Miles Operated, per year</td>
<td>Nearly 24,000,000, an average of 65,700 each day</td>
</tr>
</tbody>
</table>

Finding the correct AC Transit transbay bus in the San Francisco terminal is easier now with new-style destination signs. Large black letters on white allow for easy identification, even from a distance, of the line serving each stop. And on-pole information holders provide detailed departure schedules for all bus trips from that stop.

Next step in the user information project is installing on-pole route maps. Also under study: an information system providing instant updates on traffic disruptions that might cause bus trip delay.

Retirement round-up

- Kenneth R. Chapman, Driver, Richmond Division, 25 years.
- Desmond B. O'Brien, Transportation (Clerical), 25 years.
- Charles O. Sigler, Assistant Transportation Superintendent, Seminary Division, 19 years.
- Leonard P. Strickland, Driver, Emeryville Division, 21 years.

Mike Laurella (Maintenance) installs one of the new-style destination signs topping bus stop poles, giving passengers another aid in planning their transit trips.
Actions of the Board

At an adjourned regular meeting April 6, the Board of Directors:
- Awarded contract to Hodgson Construction, Inc., for Training and Education Center; authorized letter to Paxon Construction Co. in re., its options as to submitted bid for Central Maintenance Building; outlined the District's alternative procedures should relief be requested from the above-mentioned bid, on motion of Director McDonnell.

* * *

At an adjourned regular meeting April 27, the Board of Directors:
- Authorized General Manager to enter into agreement with Wyatt Company for actuarial consulting services in connection with employee pension plans, on motion of Director Berk.

Board approves grant requests for buses, yard, programs

AC Transit is seeking nearly $24 million in federal funds to help purchase new equipment, reconstruct the Richmond facility and improve training and information programs.

Grant applications approved by the Board of Directors on May 11 are for 56 buses and 18 service vehicles and to upgrade the Richmond bus yard. The latter was built in the late 1940s, and is one of four currently serving the District's needs.

If the grants are approved, construction at the Richmond site could begin as early as the summer of 1985, and the proposed program to improve information systems could be showing results by late this year.