Endangered Species.

Regular bus service could become a thing of the past if Congress approves the drastic budget cuts that have been proposed for mass transit programs. AC Transit's weekend bus service in neighborhoods from Richmond to Hayward (including Oakland and Berkeley) would disappear. Night and weekend service on main lines would become rare, and even the already over-loaded weekday commuter service would suffer cutbacks. And to make up for lost revenues, fares might go up as much as 30 percent. If that sounds outrageous to you, tell your state and federal lawmakers about it. Write now, before it's too late.
Turning away from transit needs
Would end a two-decade policy

For two decades the federal government has recognized the need to support public transportation. And in recent years California also has assured operating and capital assistance sufficient to make possible a resurgence of effective mass transit systems.

Now, threatened loss of federal funds (see adjacent page) in the coming fiscal year is throwing an even deeper shadow over the District's future as a provider of viable levels of service to East Bay patrons, thousands of whom are totally transit-dependent.

Our current concern is heightened by the straits in which the District found itself after passage of California's 1978 "Jarvis-Gann Property Tax Initiative". With some federal assistance and considerable support from the state — plus a series of fare increases shouldered by our passengers — the District survived that financial challenge.

However, should the presently proposed federal funding cuts take effect, the results here and across the nation could be devastating both to transit users and to the general public. After all, every one of us would feel the effects of increased auto traffic, decreased air quality, and attendant economic factors associated with serious declines in public transit as a mobility option for millions of Americans.

Our current efforts, therefore, are targeted at convincing the Federal establishment that mass transit funding — at least at current levels — must be assured.

L. A. Kimball
General Manager
Info blitz

Project alerts area to 30-Z question

A group of Richmond young people helped AC Transit promote Line 30-Z “Martinez Link” buses this month by distributing promotional materials door-to-door in western Contra Costa neighborhoods. The reason for the information project: the doubtful future of Line 30-Z, operated as a demonstration project and funded by a State grant which expires June 30th. AC Transit wants to continue the service, but doesn’t have the dollars to do it alone.

In areas on or near the route of Line 30-Z, the young people left packets describing in detail the service offered by the only direct bus link between western Contra Costa and the county seat in Martinez. Since AC Transit took over operation of the route (from BART) last July, ridership has increased to more than 200 passenger trips daily — two-thirds of whom use the cross-county segment between Hercules and Martinez, which lies outside AC Transit’s service area and is not now served by any other public transportation.

Currently, the District’s staff is not prepared to recommend to Directors that AC Transit try to absorb the cost of Line 30-Z after the grant expires. But AC Transit continues negotiating for aid in financing the service with BART, and the Western and Central Contra Costa Transit Authorities — agencies whose service areas include the Hercules-Martinez segment of Line 30-Z. Contra Costa County Supervisor Tom Powers also has participated in these talks.

In addition to promising some AC (Continued on Pg. 5)

30-Z ACTION — Seeking community input on Line 30-Z, the Board heard area residents give their views (below). Then young people, such as the youths at far right and above, were recruited to distribute information on the service.

Packets (above) alerted home-owners to the Line 30-Z continuation question.

(Continued from Pg. 4)

Reorganization of Operating departments, introducing some new faces at division management levels, has eliminated the long-standing separation between Maintenance and Transportation. Two levels of superintendents are now responsible for a division’s putting buses on the street and also for carrying out routine coach servicing and preventive maintenance. Heavy-duty repair and rebuilding is left to the new Central Maintenance Center.

An Operations Center has absorbed Central Dispatch and assumed responsibility for road supervision, scheduling, charters, and the Transbay Terminal ticket office.

The current structure, while allowing more responsibility individually, particularly at the two superintendency levels, also was planned to establish clearer lines of authority and accountability.

Information effort deals with “Martinez Link” future

(Continued from Pg. 4)

Transit financial contribution to continue the transit link after June 30th, General Manager L. A. Kimball is urging the other agencies to make similar funding commitments. Kimball also suggested that WCCTA or CCCTA consider operating the Martinez-Richmond link. The transit representatives agreed to meet again in mid-April in hopes of hammering out an agreement that would continue this bus route for the benefit of patrons who depend on it to reach such essential destinations as courts and hospitals in the Contra Costa County seat, Martinez.
March 11 marked a significant "first" for the Maintenance people shown here — and many others — as they experienced their first day of work in the new $25 million Central Maintenance Center in East Oakland. The moving-in process may have been no picnic, but all hands had high praise for their spacious new surroundings, designed and equipped for computer-age efficiency and effectiveness in carrying out all the District's heavy-duty bus maintenance.

**NEW SURROUNDINGS** — Their first shift at the District's newly operational Central Maintenance Center provided both familiar work and new-site wonder for many, including these, on March 11. Service Employee Lesley Rhea Woods (above), formerly Emeryville Division, smiles his reaction to the move, while Mechanic Terry Cutting (top left), previously at Seminary Division, settles into the new environment with show of skilled know-how. Upholsterers Chuck Bieneman, from Seminary Division, and Allen Perry, from Emeryville (left) assembled work table for their bus seat upkeep activity.

**SKILLS AND MUSCLE** — Even at a sophisticated new facility, certain chores never change, as Mechanic Dennis Jackson (top left) noted as he hefted equipment, just as he had done previously at Seminary Division. Also experiencing their first day at the new site were Larry Peterson (above), formerly of Emeryville Division, taking a reading of new high-tech diagnostic equipment; and Service Employee Reginald Davis (top right), another Seminary Division transferee, stowing and organizing supplies near the fuel islands at the giant East Oakland facility.

**SERVICE BAYS** — Equipped for complete bodywork, paint and chassis repair, and the latest laser-alignment equipment for frames, service bays such as this one total 23. First-day operations at the 201,000-square-foot facility also brought Maintenance personnel into such specialized shops as those devoted to electronic communications systems, fareboxes, destination signs, and passenger lifts.
SAFE DRIVING ELITE — These 17 AC Transit employees with at least a quarter-century of safe driving were honored recently with a luncheon and photo session at Oakland Coliseum, where the electronic scoreboard read: "CONGRATULATIONS AC TRANSIT DRIVERS WITH 25 YEARS SAFE DRIVING". Their combined tally of safe driving years approaches 500! The safe driving honorees present for the event were (rear row, left to right) Ralph Rubin, Edith Stiles, Cornelious Perry, James Polk, Eddie Haffer, Stephen Stathis, Richard Faulkner, Allen Rasmussen, Clarence Tinsley; (front row, left to right) Al Miller, James Taylor, Bennie Williams, Henry Christi, John Zorman, Benjamin Silman, Carl Swanson and Bernard Gurecki. In all, 55 have achieved safe driving milestones since Charles R. Bosted, Jr., was the first 25-year honoree in 1974. Some who achieved the record have since retired. Division 2 General Superintendent Loren Ball (right) congratulates one of the veteran safe-drivers.

FAREWELL FETE — John W. Rose, Jr., (center) received congratulations at a February luncheon on the occasion of winding up his 33-year career. The District's Affirmative Action Officer since 1973, his job encompassed bringing more females and minorities into the work force, handling discrimination complaints, and ensuring compliance with equal employment statutes and policies. He and wife Virginia have chosen Madera as their retirement home.

CAKE BREAK — Assistant Payroll Supervisor Irene Bieneman prepares to slice into dessert commemorating her retirement following 30 years of service to the District and its predecessor. Finance Department members joined together to wish her a bon voyage following completion of a career which she began as a bus driver in 1955. She later transferred to the Maintenance Department (where her son Charles now works) before joining Payroll.

LEISURE LIFE — Richmond Division Chief Clerk Sammy Carter (above, left) was among co-workers and friends congratulating Murphy Williams during the latter's retirement party at El Cerrito Community Center. The event marked conclusion of the Richmond Division driver's 20-year stint behind the wheel of AC Transit coaches.

Other Honorees

- Royal Kainoa, Maintenance (Service), Newark Division, 23 years.
- Gerhard Klamp, Driver, Newark Division, 17 years.
- Eloy Martinez, Mechanic, Maintenance, Emeryville Division, 25 years.
- Walter Tavres, Driver, Newark Division, 24 years.
Spring brings new book, museum milestone

AC Transit employees, retirees, and transportation history enthusiasts currently have a pair of events to consider that relate to East Bay transit roots.

San Francisco Chronicle Reporter Harre Demoro, a specialist in both today’s transportation and yesterday’s, has just published a new book (Interurban Press, Glendale) called “The Key Route”. This book coincides with the 25th anniversary of the Western Railway Museum (formerly California Railway Museum) — a 25-acre site at Rio Vista Junction, where Demoro has been active with the Bay Area Electric Railroad Association. He currently serves as Board Chairman of this volunteer group dedicated to preservation of state rail transportation history.

Demoro’s book traces AC Transit’s roots from the founding of its predecessor, Key System, in 1903, to 1960, when the present publicly-owned entity came into being. It covers the history of transbay operations as well as the text and the approximately 200 illustrations, maps, timetables, and photos (some provided by AC Transit).

During this silver anniversary year, the Rio Vista museum expects to attract both new and old visitors, eager for the chance to ride electric trolley cars of the past on a 1.5 mile track which circles the property. Also on display are a variety of vintage railcars in various stages of restoration. The collection includes the electric locomotive which hauled the train carrying President William Howard Taft to the cornerstone-laying for Oakland City Hall in 1913.

Driver, long-time retiree die

William Black, 55, a driver at Emeryville Division with 23 years of transit service, died February 8 in Pleasant Hill. He is survived by his widow, Nancy, and a son, James. Black joined the District in 1961.

Robert Dawson, 93, a retiree since 1958, died February 13 in San Pablo. He is survived by his widow, Mary.
At an adjourned regular meeting February 20, the Board of Directors:

- Adopted resolution of congratulations and best wishes on retirement after 33 years of John W. Rose, Jr., Affirmative Action Coordinator, on motion of Director Nakadegawa.

- Authorized General Manager to renew District's Health and Welfare Group Insurance with Travelers Insurance Company, on motion of Director McDonnell.

- Authorized General Manager to negotiate and execute agreement with Cambridge Systematics, Inc., for Corridor Assessment segment of AC Transit 2000 Transit Plan, on motion of Director Nakadegawa.

- Adopted resolution relating to statute of limitations for judicial review of District decisions, on motion of Director Rinehart.

Drivers strive toward readjusted safe driving averages

February was the second month in which AC Transit Divisions worked toward individually adjusted safe driving goals. Richmond, whose goal for that month was 18,358 miles per accident, bettered that figure by tallying 20,802 m.p.a. Seminary, working toward an average of 16,446 miles per mishap, scored 16,901. Emeryville, trying for a goal of 13,821 miles per accident, tallied 14,249.