Zonal Dial-A-Ride
Control room
Coordinates start of service
I want to thank you for taking us to the Renaissance Faire. We really enjoyed it. And your bus was really nice. I just love it.

When we got to the school master we wrote with a feather and learned how to say "always wear underwear" in Latin. Well that's all.

Susan Couser

* * *

We were the two boys who sat behind you on the way to the Renaissance Faire. You know, the ones who kept turning on and off the bell and light on the bus. Please write.

Bill and Tim

* * *

I thought the trip was very long. And you bus made it more nice to go the Renaissance Faire. It was a nice Faire. But there was a lot of miceodos there and it was fun. And I found a micedo in my pants. Love.

Ricky W.

* * *

I really liked your bus and I liked the declining seats and the air condishener too.

John Law

Thanks for taking us to the Renaissance Faire. I liked going over the bridges. It was really fun for us. I also liked seeing other big cities like Oakland and the other big cities. It was a really neat bus with reclining seats and air condishers.

John Wagner

* * *

Thank you for letting us ride on your bus. It was very fun and comfortable all the way up and down. It was very exciting. I all so had a good time at the Renaissance Faire. I liked the air condunising.

Did you have fun on the way up there? I did. Love.

Chris Camperi

* * *

Thanks for the tour on our way to the Renaissance Faire and on the way back. We all had alot of fun. Hope you did too.

We loved your bus and you. Air conditioned and everything.

At the fair everyone said we were held up by highway men. Thanks.

Greg

Intensive expansion brings
Need for increased funding

AC Transit expects more people than ever will be riding AC Transit buses in the next 10 years, but estimates it will cost more each year to carry them.

The growth in riding, particularly on East Bay lines, has been constant, to the point where AC Transit had 58,000,000 passenger rides in the past fiscal year — the most in its history.

Yet at the present rate of inflation, success is costing more and more and without new sources of revenue, the publicly-owned East Bay transit system will be unable to pay all of its bills by the end of the next fiscal year, June 30, 1976.

Riding projections, based on a three percent growth factor each year, estimate AC Transit will be carrying over 80,000,000 passengers by 1986.

Expansion in service area has been phenomenal, since Fremont and Newark annexed to AC Transit in November, 1974. At that time, the original 11 city service area, stretching from Richmond and San Pablo to Hayward, was 175 square miles.

Growth phenomenal

With Fremont and Newark, plus services operated under contract in suburban areas of Alameda and Contra Costa County and expected to join the network in the current fiscal year, the service area has grown to approximately 600 square miles. The population served is over 1,600,000.

The cost of this service was apparent this month as the Board of Directors adopted a 10-year financial projection which estimates, under present funding sources, a deficit operation starting next year and increasing through all years of the projection.

The projections are part of a report requested by the Metropolitan Transportation Commission on operating and capital needs of AC Transit, S.F. Municipal Railway and Bay Area Rapid Transit District.

The complete report on near and long term financing requirements of public transit in the area is to be submitted to the State legislature by January 10, 1977.

Reserves depleted

AC Transit estimates its contingency reserves will be used up during the next fiscal year, 1977-78, and that it still will end the year short nearly $7,000,000.

Changes in the property tax and an increase in fares, now under study by directors, are not presumed in the projection.

Fleet expansion mandated

Capital improvements call for the purchase of 754 buses during the 10 year period, to replace 503 existing buses or 66 percent of the existing fleet. The purchases will expand the fleet by 251 new coaches.

The cumulative deficit, if additional funds are not made available is projected on paper to reach $260,000,000 by 1985-86.

State funding essential

"This projection shows it is absolutely essential the State legislature provides funds to keep the bus system going," Alan L. Bingham, general manager, told directors.

"Ridership is increasing; more people are leaving their cars; public transit has never been more important. And it's beyond the pocketbooks of the riders to support it."
Female assistant superintendent appointed

AC Transit has its first female assistant superintendent this month in the person of G. L. "Mo" Gross, who has made a career-long habit of being the first woman to step into previously all-male positions.

Mo, who never uses her real first name, became assistant superintendent Oct. 6 and looks back on a career which began Oct. 30, 1942. It was in the early years of World War II when she answered an advertisement for women street car operators.

She went to work for AC Transit's predecessor, the old Key System, as a driver and within a few short months became the first woman to be appointed a dispatcher for the company.

By September of 1947, she had a new title and responsibilities as Emeryville Division's chief clerk — again the first woman to hold the job.

In another appointment, A. L. Ross also has assumed the position of assistant superintendent at Seminary Division.

Ross, a resident of Hayward, took over his new post shortly before Mrs. Gross came onboard at Seminary Division, on Oct. 1.

An employee since July 3, 1959, the 42-year-old Ross rose through District ranks to reach his current job.

Promotions were apparent at Emeryville Division this month too when C. U. Farrell began his new post as assistant superintendent.


He currently resides in Albany.

In addition, three District men have risen to the position of central dispatchers, effective Oct. 1.

H. H. Foster, 49, began work in public transportation with the District shortly after AC Transit began public operation. He joined the District on July 12, 1961. Foster is a resident of Pinole.

D. D. Hightman, also a new central dispatcher, joined AC Transit a few months before Foster did, on Jan. 10, 1961.


Hightman is 42 years old.

W. E. Howe, 53, was employed by the District on Jan. 10, 1961.

Howe makes his home in San Lorenzo.

D. D. Hightman

W. E. Howe


Supervisor Murray began his employment with AC Transit on Dec. 6, 1965.

Murray, 35, resides in Newark. Appointments were made by use of the District's new Affirmative Action Program.

Newly designed buses tour District cities

The first newly designed bus to travel East Bay streets since 1960 toured several cities served by the District last month, previewing the type of coach passengers may ride in years to come.

The demonstration was held to acquaint riders with new bus designs being considered for fleet replacement and expansion.

Tour of Flxible's Model 870 was to be followed up late this month with a similar display in the same cities by General Motors' model seats 47.

The RTS-2 has snap-on exterior body panels which can be replaced in substantially less time than the present rivet type panels, according to GMC. Flxible's Model 870 features sidewall construction of full length interlocking aluminum extrusions, which Flxible says will be easier to repair.

The new model coaches are the first new city transit bus designs to be shown locally since the District put a fleet of new look "Transit Liners" into service between East Bay cities and San Francisco on Christmas Day, 1960, two months after AC Transit went into operation.

ROADEO CHAMPS in local competitions are seen with District trophies awarded last month. At left, first place winner Everett Cooper Jr. is seen gathering thoughts in preparation for the national rodeo being held this month in San Francisco, sponsored by the American Public Transit Association. At left is R. R. Freund who marked up a third place showing and B. R. McCaslin, center, who came in second.

FUTURE TRIPPING for AC Transit riders may be done in newly designed buses now becoming available from several manufacturers. Above, the new Flxible 870 is seen with a General Motors model currently in use. The Flxible coach toured East Bay cities last month, demonstrating 50 percent more visibility and increased interior comfort.
Months of preparation and training paid off this month when improved public transit for Fremont and Newark went into operation smoothly and with professional expertise.

A new zonal Dial-A-Ride system was inaugurated in two zones on Sunday, October 17. An expanded commute service, involving 12 new, additional mini-routes, began operation on the following day, Monday, October 18. Control room personnel at the Newark Division, along with drivers, supervisors, instructors and other workers, handled the different services "like real veterans", according to J. Dale Goodman, transportation manager.

The basic seven fixed routes continued to operate during both phases, serving as "backbone" for the commute network that dips into virtually every neighborhood in the suburban southern Alameda County area.

Other zones will be phased in gradually until the system is fully implemented or until all available buses are scheduled.

However, when inaugural day arrived, Mrs. Mary Miraglie of the Paseo Park complex, 38228 Paseo Padre Parkway, was set to ride to The Hub in time for noon-time store openings. Is she going to use Dial-A-Ride? "You're darn toots I am."

"I don't drive. I can't walk too much. This is marvelous and I'm going to use it all the time. But if I had known I was going to have my picture taken, I would have fixed up and worn my false eyelashes!"

An informational campaign, which concentrated on getting data on the two different services into every household in Fremont and Newark, was credited with a "big assist" in the start-up.

COMMUNITY involvement in system implementation is seen in picture above right as Newark Senior Human Services Coordinator Izzy Rodriguez and Ralph Dannenberg, recreation supervisor, post transit map at Newark Community Center. Gary Petruzzi, 12, in picture above left, delivers informational packet to Zone 5 resident. Similar distributions were made door-to-door in both zones. At top left to right, first Fremont Dial-A-Ride driver Robert Perez receives guidance from Instructor Jim Barlow. Next photo displays first of 29 small buses received from Minibus for use in neighborhood service. Later, Perez makes a stop to check with Supervisor J. R. Murray as Barlow is shown instructing drivers on new mini-fixed routes. At far right, first Dial-A-Ride passenger Mary Miraglie receives a transfer from Perez.

THE COVER — Nerve center of Fremont/Newark's new zonal Dial-A-Ride system is shown as workers man the control room, located in Newark Division. Months of training went into the preparation of each employee for the task prior to first day operation this month.

First day riding on Dial-A-Ride was below expectation, with only 20 taking advantage of the doorstep service in the two zones on the first day. By the second day, ridership in the two zones was up to 71.

Commute service, meanwhile, was booming, with passengers riding mini-routes to fixed routes direct to BART stations at Fremont and Union City.
NEW EMPLOYEES

AC Transit welcomes these new workers

Lucille E. Achto
Transportation Seminary

Rodney G. Amey
Transportation Seminary

Sharon Anaya
Transportation Seminary

Jimmie Anderson
Transportation Seminary

Henry T. Arrington Jr.
Transportation Seminary

David C. Augusta
Transportation Seminary

Ronald J. Boner
Transportation Seminary

Marie L. Bowen
Transportation Seminary

Richard V. Boyd
Transportation Seminary

Eugene Brown
Transportation Seminary

David C. Augusta
Transportation Seminary

Ronald J. Boner
Transportation Seminary

Marie L. Bowen
Transportation Seminary

Richard V. Boyd
Transportation Seminary

Eugene Brown
Transportation Seminary

Vonne M. Capobianco
Transportation Seminary

Edward F. Cese
Transportation Seminary

Alfred L. Chappell II
Transportation Seminary

Steven R. Christansen
Transportation Seminary

Stanley G. P. Chow
Transportation Seminary

Vonne M. Capobianco
Transportation Seminary

Edward F. Cese
Transportation Seminary

Alfred L. Chappell II
Transportation Seminary

Steven R. Christansen
Transportation Seminary

Stanley G. P. Chow
Transportation Seminary

Florence Colston
Transportation Seminary

Donald Covington
Transportation Seminary

LaVonne R. Craft
Transportation Seminary

Charles M. Dahms
Transportation Seminary

James G. Dorazio
Transportation Seminary

Florence Colston
Transportation Seminary

Donald Covington
Transportation Seminary

LaVonne R. Craft
Transportation Seminary

Charles M. Dahms
Transportation Seminary

James G. Dorazio
Transportation Seminary

Donald Sutton
Transportation Richmond

Charles H. Breen
Transportation Richmond

Brian J. Finnegan
Transportation Seminary

Patrick J. Fisher
Transportation Seminary

Herbert Ford
Transportation Emeryville

James A. Foster
Transportation Seminary

Danny L. Greene
Transportation Seminary

Juantta D. Hagemann
Transportation Emeryville

James A. Hall
Transportation Seminary

Kenneth R. Hall
Transportation Seminary

Cleveland Hauser Jr.
Transportation Seminary

Ollie Hayes
Transportation Seminary

Danielle S. Heath
Transportation Emeryville

Akin E. Hill
Transportation Seminary

Barbara F. Hoyer
Transportation Emeryville

Kerle M. Kalzoujl
Transportation Seminary

Spencer W. Keese
Transportation Emeryville

Willie H. Knox Jr.
Transportation Seminary

Fe G. Kulkowski
Transportation Emeryville

Thomas J. Lauer, Jr.
Transportation Richmond

James E. Lee
Transportation Seminary

William F. Lenahan
Transportation Seminary

James A. Lester
Transportation Seminary

Raymond Little
Transportation Seminary

Rudolph Lewis
Transportation Emeryville
When driver Ed Munson began his last work day before retirement, he had little idea his career would be crowned by an unexpected detour.

Even more distant from his mind was the thought his Castro Valley passengers would conspire with the District to commandeer the bus off its regular route.

But detoured it was — right into a local parking lot where a surprise party greeted the stunned Munson. Some 25 long-time riders awaited him with farewell presents, hors d'oeuvres and cake.

All divisions beat Safe driving goal During September

All divisions beat the safe driving goal for the month of September, in terms of miles driven per accident.

With a goal of 13,250 miles per chargeable accident, the District-wide average for September was 16,789.

Newark Division tallied 46,427 miles while Emeryville Division drivers scored 16,905 miles.

During September, Richmond Division achieved 17,619 miles and Seminary Division marked up 13,819 miles driven per accident.

The idea originated with the riders themselves who passed the word to other passengers and AC Transit, which assisted in the venture.

Munson was nearing the finish of his route Sept. 30 on Line 8-CV when suddenly an insistent chorus from his riders demanded that he pull into a large parking lot of the Payless Co., which had given permission for the party’s location.

"I knew something was wrong because nobody got off all along the route. I kept driving with a bus full of people that should have been empty by then," Munson recalled.

As he pulled into the lot, another group of familiar faces waved the bus onward and Munson’s face began to tell of the realization which struck him.

Allighting from the coach, Munson was surrounded by hands reaching out to him while moist eyes confirmed the only words he uttered — "I don't believe this."

And riders exchanged last names to go with the first ones they'd known for years.

Currently a resident of San Leandro with his wife, Diana, daughter Donna, and son, Gerald; Munson, 55, joined the District on Oct. 27, 1945.

"I don't think I'll feel like running to catch the bus from now on, Ed," one passenger lamented.
Actions of the Board

At a regular meeting September 8, the Board of Directors:
• Referred all bids for chrome plating of fareboxes to management for evaluation and recommendation, on motion of Director Bettencourt.
• Authorized one Board Member to participate on Steering Committee approved by Metropolitan Transportation Commission to develop transit financing report for State Legislature, and reimbursement of participating Board Member’s expenses, on motion of Director Bettencourt.
• Authorized one participant to attend Eighteenth Urban Mass Transportation Management Seminar, on motion of Director Bettencourt.
• Authorized General Manager to lease 1,978 square feet of office space in Latham Square Building, on motion of Director Bettencourt.
• Authorized General Manager to advertise and seek bids for drapery and carpeting for Latham Square Building offices, on motion of Director Bettencourt.

At an adjourned regular meeting September 22, the Board of Directors:
• Authorized two participants to attend Secretariat Seminar, on motion of Director Bettencourt.
• Authorized two management personnel and Board Members to attend Transportation System Management Conference, on motion of Director Nakadegawa.
• Established Line F-San Francisco, Adeline Street and Line 86-Market Street current detour routes as permanent; authorized inauguration of additional service for Hiller Highlands to Skyline High School at earliest possible time and authorized participation with CALTRANS for development of Park and Ride facility under Interstate 580/MacArthur Freeway overpass at Fruitvale Ave., subject to local share funding by MTC, on motion of Director Berk.

At a regular meeting October 13, the Board of Directors:
• Awarded contract for Drapery and Hardware to Installation Services Corp., of Oakland, subject to compliance with specifications on motion of Director Rinehart.
• Authorized one participant to attend National Safety Council Annual Meeting, on motion of Director Bettencourt.
• Authorized four older automobiles declared surplus and offered for sale, on motion of Director Bettencourt.
• Awarded contract for chrome plating of 413 fareboxes to Esposito Plating, on motion of Director Nakadegawa.
• Authorized inclusion of Catholic Voice in media plan budget for 1976-77, on motion of Director McGuire.
• Postponed action on agreement for advertising space on buses awaiting receipt of additional information on Affirmative Action program of agency on motion of Director Nakadegawa.
• Authorized expenses for Board Members’ attendance at Annual APTA Meeting, on motion of Director McGuire.
• Adopted 10 year District financial projection, on motion of Director Rinehart.