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Transit-Times



**ZONAL DIAL-A-RIDE
CONTROL ROOM
COORDINATES START OF SERVICE**



Our 'Stockholders' Write

The letters below come from children attending school in Ben Lomond, Calif., a community near Santa Cruz, and are addressed to AC Transit bus driver Joe Johnson.

Late last month, the children were enroute to Novato on-board a coach chartered by their school from a bus company in the Santa Cruz area when the coach became disabled. AC Transit dispatched one of its own buses to transport the children to their destination — the Renaissance Faire — and used the time during their absence to repair the ailing coach.

The letters to Johnson share their thoughts about the journey.

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 micedos 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 citys like Oakland and the other big citys.

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 cundisuning.

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, 1978.

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 over 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" Gross

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.



A. L. Ross

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.



C. U. Farrell

Farrell, 59, began his career in public transit on Feb. 26, 1962.

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



H. H. Foster

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.

D. D. Hightman, who lives in Alameda, joined AC Transit on Nov. 30, 1964.

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.



W. E. Howe

Among the ranks of new supervisors are D. R. Murray and G. R. Ratliff, both former drivers whose appointments became effective Oct. 1. Ratliff, 39, joined the District on Jan. 30, 1963 and lives in Lafayette.

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.



D. R. Murray

ROADEO CHAMPS in local competitions are seen with District trophies awarded last month. At right, 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.



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 GMC Truck & Motor Division's new RTS-2 coach.

Both models offer riders 50 percent more visibility through large tinted windows and increased comfort with wall-mounted cantilevered seats.

Each manufacturer points to automatic, all-season climate control, impact absorbent bumpers and main-

tenance features predicted to reduce service costs over the 15-year life expectancy of each bus.

Both buses are 40-feet long, with the Flxible coach seating 48 passengers; 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.



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.



Community support evident for new Improved Fremont/Newark service

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.

The fixed routes also serve as the basis for Dial-A-Ride, which began in two zones — one the older Centerville section of Fremont and the other in western Newark. The two cities have been divided into 21 Dial-A-Ride zones for the doorstep service, which operates in off-peak hours only.



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 done 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.

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

The first Dial-A-Ride passenger in Zone 5, the Centerville area, was so anxious to use the new service she tried a week too early.



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.

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. Acito
Transportation
Emeryville



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
Richmond



Merle L. Bowen
Transportation
Seminary



Richard V. Boyd
Transportation
Richmond



Eugene Brown
Transportation
Seminary



Yvonne M. Capobianco
Transportation
Seminary



Edward F. Case
Transportation
Seminary



Alfred L. Chappell II
Transportation
Emeryville



Steven R. Christensen
Transportation
Seminary



Stanley G. P. Chow
Transportation
Emeryville



Florence Colston
Transportation
Seminary



Donald Covington
Transportation
Seminary



LaVonne R. Craft
Transportation
Richmond



Charles M. Dahme
Transportation
Richmond



James G. Dorazio
Transportation
Seminary



Donald Dutton
Transportation
Richmond



Charles H. Evans
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



Juanita D. Hagemann
Transportation
Emeryville



James A. Hall
Transportation
Seminary



Kenneth R. Hall
Transportation
Seminary



Cleveland Hauley Jr.
Transportation
Seminary



Ollie Hayes
Transportation
Seminary



Daniele S. Heath
Transportation
Emeryville



Alvin E. Hill
Transportation
Seminary



Barbara F. Hoyer
Transportation
Emeryville



Karla M. Kalzoi
Transportation
Seminary



Spencer W. Keese
Transportation
Emeryville



Willie H. Knox Jr.
Transportation
Seminary



Fe G. Kulikowski
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



FAREWELL parties usually are planned as a surprise, but driver Ed Munson little expected his passengers to direct him off his route and straight to the party. Kneeling, Munson displays a clock and pen desk set and wine presented him by his riders.

Passengers surprise driver with sudden Detour suggestion on last work day

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 18,905 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 R-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.

Alighting 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.

Passenger Trips	August 1976	August 1975	% Change
East Bay	3,292,712	3,116,402	5.7
Transbay	996,177	902,144	10.4
Fremont/Newark	76,111	60,341	26.1
Contract Services:			
BART	83,313	65,399	27.4
Concord*	39,687	—	—
Pleasant Hill**	8,704	—	—
Total	4,496,704	4,144,286	8.5
Fare Revenue			
East Bay	\$ 666,897	\$ 664,235	.4
Transbay	543,053	502,767	8.0
Fremont/Newark	14,056	11,553	21.7
Contract Services			
BART	27,219	22,782	19.5
Concord*	6,126	—	—
Pleasant Hill**	1,129	—	—
Total	\$1,258,480	\$1,201,337	4.8
Service Miles			
East Bay	1,406,471	1,397,333	.7
Transbay	744,460	732,287	1.7
Fremont/Newark	70,429	77,606	-9.2
Contract Services:			
BART	136,422	155,397	-12.2
Concord*	39,841	—	—
Pleasant Hill**	10,384	—	—
Total	2,408,007	2,362,623	1.9

*Contract service in Concord inaugurated Sept. 8, 1975

**Contract service in Pleasant Hill inaugurated Dec. 8, 1975

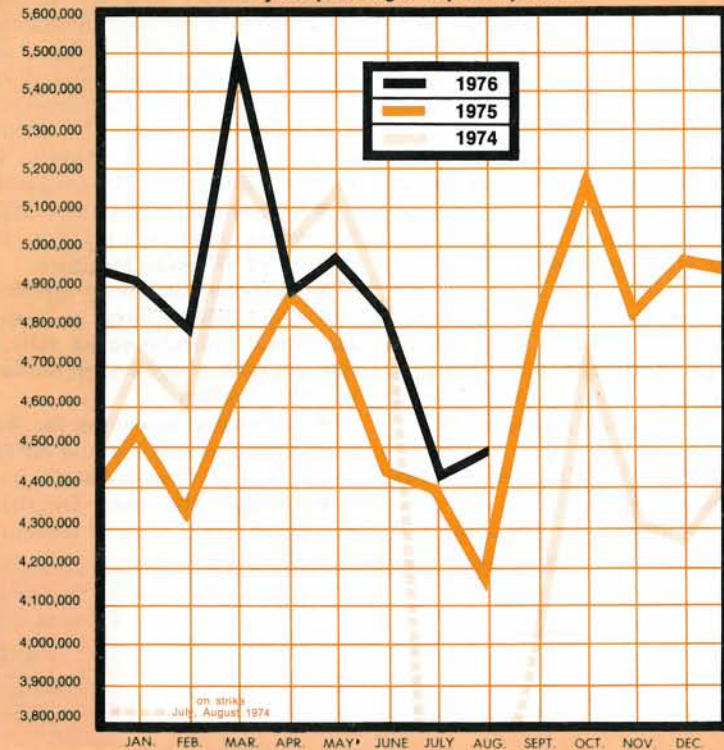
August Financial Report

Total operating expense, including interest on bonded debt and principal on bonded debt, for August, 1976 was \$4,243,580 while operating income was \$1,522,607. Total income, including subsidies from property taxes, sales taxes and Federal aid, amounted to \$4,243,516 and left a deficit of \$64 in meeting full bond debt requirements and operating costs.

Contract services are being paid for by the communities involved.

Nationally, the transit industry showed an increase of 0.90 percent in total passengers carried.

3 year passenger trip comparison



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 88-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

Transit-Times

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508 16th St., Oakland, California 94612
Telephone (415) 654-7878

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WARREN E. ROBINSON	Transportation Engineer
ROBERT J. SHAMOON	Personnel Manager



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Drapery 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.

AC Transit

Latham Square Building
Oakland, California 94612

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