Legislation which would deprive East Bay residents from chartering their own buses, was introduced into the State Assembly this month.

The bill, aimed at only one out of 14 publicly owned transit systems in the State, would prohibit AC Transit from operating charter bus service.

Early opposition to the measure has developed, with both labor, management and industrial organizations urging its defeat. Groups already on record against the bill include Division 192 of the Carpenters' Union and the Board of Directors of the Oakland Chamber of Commerce.

**Loss to Public**

"If the bill is passed in its present form, it will be East Bay taxpayers—and the riding public generally—who will have to pay," according to the president of the AC Transit board of directors, Robert M. Copeland.

Vigorously opposing the legislation, Copeland and his fellow board members ticked off a bus load of reasons why they believe the bill, AB 889, should be roundly defeated.

- In 1962 the district earned more than $250,000 in revenue from charter operations. If the district is deprived of this revenue, the loss would contribute to increased property taxes or fares.
- Passage of the bill would curtail the handling of transportation for school children—if not eliminate this special service entirely.

(Continued on Page 2)

**Write Legislators to Help Defeat ‘Anti-Transit’ Bill, East Bay Residents Urged**

East Bay residents were urged by the AC Transit board of directors this month to write to their State Legislators as part of a growing, area-wide effort to defeat the "anti-transit charter bill" against their bus system.

“We are making every effort to defeat this short-sighted, damaging legislation," declared Robert M. Copeland, president of the board.

“But AC Transit is owned by the people, and the people themselves must help if they are to continue having the right to charter their own modern buses.

“A majority of special transportation service for school children also is threatened by the bill as well as the overall financial stability of the district," he added.

East Bay Legislators and the areas they represent are as follows:

ASSEMBLYMEN

Carlos Bee—Hayward
Robert W. Crown—Alameda, East Oakland and San Leandro
Don Mulford—Piedmont, North Oakland, North and East Berkeley
Nicholas C. Petris—Oakland
W. Byron Rumford—Albany, Emeryville, West Oakland, West and South Berkeley
John T. Knox—Richmond, San Pablo, El Cerrito and Kensington
Jerome R. Waldie—All of Eastern Contra Costa County

SENATORS

John W. Holmdahl—Alameda County
George Miller, Jr.—Contra Costa County

Letters should be addressed to the Capitol Building, Sacramento, California.
Charter Bill Opposed as Costly to Public

(Continued from page 1)

- It would deprive a number of ranges, resulting from the University of California to service clubs and religious organizations, from conducting extensive charter movements. There just isn’t enough privately-operated equipment available to handle the charter needs of the community—needs that have required as many as 200 buses in one operation.
- The bill would force the public to charter exclusively from private companies whose prices are not regulated and whose buses are the most part are old and inferior. The major private charter company in the East Bay supporting the legislation, for example, operates 25 buses—of them are at least 10 years old.
- Robert E. Nisbet, attorney for the district, pointed out the bill, introduced by Assemblyman John T. Knox of Richmond but co-authored by a number of Southern California legislators, is unduly discriminatory. Although there are 14 publicly-owned transit systems in California providing charter service for their residents, the bill in its present form is aimed only at AC Transit.
- Confiscation—Charter service was part of the assets purchased by the district from Key System Transit Lines—and paid for by public funds authorized by the voters. Passage of the bill, in effect, would amount to confiscation of publicly owned facilities.
- Improvement and expansion of district operations has resulted in increased patronage, revenue growth and better service. But to continue this upward trend requires a business-like operation with full use of equipment and bus drivers—particularly between the peak hours of commuter traffic. One of the principal means of accomplishing efficient and necessary full utilization of labor and equipment is to accommodate the needs of the community with charter service during the off-peak, middle-of-day hours.
- Successful efforts of the district to increase its volume of charter service has not only resulted in more charter business for AC Transit, but for private carriers engaged in the activity in this area as well. At the time the district bought out Key System more than two years ago, the board of directors established a leasing policy whereby the district may not provide charter service which will incur a loss, with the result that district pricing is competitive and that reputable private operators have been “well able to compete with the district and obtain a fair share of charter business in the East Bay,” Copeland declared.

Competitive Prices—While the bill would permit the district to lease its buses to private charter bus operators, the board of directors has declared flatly it has no intention of jeopardizing publicly owned equipment in this manner. Besides legal complications of turning over publicly owned equipment to private operators for private gain, the district has incurred far too much expense in new buses and top-flight maintenance to turn responsibility of the equipment over to outside operators, drivers and maintenance personnel.

“We have never done this and we never will as long as we are responsible and answerable to the public for the proper custody of this equipment,” declared William H. Coburn, Jr., vice president of the board.

The bill has been referred to the Assembly Committee on Public Utilities and Corporations for hearing March 12.

More Information

A note or phone call to the transit district—OLympic 3-3535—will place your name on the mailing list for Transbay Times if you are not already regularly receiving a copy of the monthly newsletter.

State Opens Exclusive Bay Bridge Bus Lane to Autos During Repaving Project

A close check was being kept this month on transbay operations to determine effect of the loss of the exclusive Oakland-bound bus lane on the Bay Bridge.

The lane, which for the past year speeded homeward bound bus commuters across the span in 13 minutes, despite rush hour congestion, was opened to other traffic by the State Department of Public Works.

The State agency, despite a number of discussions with AC Transit representatives, deemed it necessary to let cars and trucks use the lane while construction crews repave the upper deck.

During the paving project, which will block off lanes on the upper level, additional automobiles are to be diverted to the lower deck.

As result of the action, the AC Transit board of directors asked General Manager K. F. Hensel to make a survey of bridge operations and keep them informed as to any schedule delays and increased costs due to the changed operating conditions.

Hensel also was asked to make recommendations as to future bridge operations, particularly in reference to the encouragement and development of patronage on the transbay lines.

In a resolution sent to the Governor, the Director of Public Works and State Legislators, the directors pointed out that 40 per cent of all commuters are to be diverted to bus across the bridge and designation of the exclusive lane not only permitted the district to maintain its schedules on transbay runs, but also resulted in an increase in transbay patronage.

During the period the lane was in operation, commute book sales increased more than 10 per cent, the resolution pointed out, indicating the number who turned to bus travel, thereby lessening congestion on the bridge.

A notice passed out to the district’s 32,000 daily transbay passengers contained assurances of bridge officials and the California Highway Patrol to keep any inconvenience to transit patrons at a minimum. The State officials predicted traffic would flow freely on the lower deck during the repaving project in as much as the three eastbound lanes will be open on the lower deck for the entire length of the span.

The district also reiterated its intention to provide fast, safe and reliable service across the bridge—not only during the remaining construction period, but after both decks are converted to one-way operation.

District Calls for Bids On 30 New Coaches to Meet Patronage Gains

The District called for bids this month on 30 new “Transit Lior” buses—with an option for another 30 to be ordered when needed.

Cost of the 30 new 51-passenger motor coaches is estimated at $855,000.

General Manager K. F. Hensel was authorized to seek the bids—not only for coaches needed now, but for others which may be required in the near future—after directors found additional equipment was necessary to keep pace with a growing passenger growth.

Fifty-five of the coaches will be designated for use in local service. The remaining 15 under option would be held in readiness in the event more buses are needed for other service operated by the District, the board said.

Since taking over East Bay Transit operations a little over two years ago, the District has placed 200 new buses in service.

District, the board said.
Veteran Board Member Resigns District Post to Accept Appointment to Bench

Robert K. Barber one of the initial members of the board of directors, tendered his resignation this month to accept an appointment as judge on the Oakland-Piedmont Municipal Court bench. Barber served six years as a member of the board and was the only director to serve three successive terms as president, heading the board in 1958, 1959 and 1960. In presenting his resignation, Barber expressed strong satisfaction with the progress of the district and a conviction that the high caliber of the executive staff had in great measure contributed to that success.

Barber added that his service as a board member was one of the most rewarding experiences of his life. It offered priceless opportunity to observe the general commerce and activity of the area and to observe human nature, he said.

A resolution, commending Barber for his long service and expressing appreciation for his leadership, was passed by his former board members at the February meeting.

A practicing Oakland attorney and president and director of the Civic Federal Savings and Loan Association in San Francisco, Barber was elected to the board in 1956 and helped guide the district during its formative stages—which put the district into business. Previously, he worked as an economist for the National War Labor Board, and as research attorney for Chief Justice Phil S. Gilson and for the California Judicial Council. He also assisted in drafting legislation reorganizing lower courts in California.

Barber, 44, lives at 2325 Thackeray Dr., with his wife, Betty, and three children, Terry, 17, Gregory, 13, and Lisa, 10.

Death Takes Veteran Transportation Workers

Deaths of six pensioners was reported this month, all veterans of early days in transportation.

Henry E. Powell, 83, of 1918 Park Blvd., Oakland, who died Dec. 11, went to work on the street cars in 1906. He was pensioned in 1935.


Joseph V. Barr, 75, electrical department workman, died Jan. 20. He went to work in 1922 and retired Jan. 1, 1951. Mr. Barr lived at 578 Vernon St., Oakland.

A platform man on the street cars, Harry Wilson, 90, of 1124 Evelyn St., Albany, started to work in 1905 and was pensioned in 1929. He died Jan. 14.

Walter D. Fitch, 71, of 1630 70th Ave., Oakland, former janitor, painter, watchman and guard, died Jan. 25. He entered service in 1934, retired in 1958.

Wilburn C. Rissman, motor coach operator pensioned last September, died Jan. 31. Mr. Rissman, who was 66, worked from 1925 until he was retired. His home was at 1715 Tulbot Ave., Albany.

AC transit PASSENGER REVENUE ... COMPARISON WITH PREVIOUS YEAR

Transit patronage continued an upward trend in December, with 4,277,000 riders carried during the month—an increase of 3 per cent over December, 1961. For the entire 1962 calendar year, the district transported 51,055,000 passengers, representing a gain of 4.5 per cent over 1961 operations.

The gain of 125,400 bus riders during the Christmas month occurred despite department store sales which showed little if any change from the 1961 level—indicating the "switch from cars to buses" is continuing.

A summary of the nation's entire transit industry showed a 3.3 per cent decrease in riding for the month. Passenger revenue for December of $1,036,000 plus other income of $60,600 was adequate to meet all operational costs, which were up 3.7 per cent over December, 1961. Income also provided for amortization and depreciation, but was not sufficient for bonded debt requirements, leaving a deficit of $97,600.

Miles operated in December totaled 1,853,300, an increase of 54,600 or 3 per cent. For all of 1962, the district operated 22,273,700 miles, which was an increase over 1961 of 5.3 per cent.
San Leandro Morning News:

Praise For Job So Well Done

One of San Leandro's important civic leaders, William J. Bettencourt, steps down as president of the Alameda-Contra Costa Transit District board of directors tonight.

Bettencourt concludes a successful two-year term on the board of a transit district that has amazed the nation with its startling success. He will continue to serve as director.

In Bettencourt's two years as AC Transit president, the district has seen a startling boost in riders.

The East Bay has discovered it has an excellent transit system and Bettencourt has led it well.

New Workers Rolling with District

AC Transit started off the New Year with a banner batch of new faces in January, most of them at new jobs behind the wheel. They include:

Emeryville Division
Transportation: Leonard Scholar, 316-24th St., Oakland, routine clerk.

Bus Operators: C. H. Thompson, 2971 Oak Rd., Walnut Creek; R. A. Wall, 3398 Moraga Blvd., Lafayette; H. C. Wharton, 29 Nahu St., San Francisco; John Contino, 7218 24th St., Oakland; Joseph Caldarulo, 312 Adams St., Oakland; E. C. Williams, 191 Belmont Rd., Concord; A. V. Machiano, 2101 Telegraph Ave., Oakland; P. F. Godfrey, 340 Lenox Ave., Oakland; R. F. Buck, 439 Oakland Ave., Oakland; J. A. Golde, 1003 Castro St., San Francisco; Hans Claussen, 5488 Claremont Ave., Oakland.

Richmond Division

Seminary Division

It is not so unusual to see a publicly-owned transit system become such a success in little less than two years of operation.

Not with people of Bettencourt's character and integrity running the operation. Bettencourt is past chairman of the San Leandro Citizens Development Committee. What this committee is doing to upgrade the city is evident in the downtown revitalization now being started in San Leandro.

San Leandro should be proud it has citizens such as Bettencourt who take the time and effort to make their community a better place for all.

First Bus—Carl H. Brooks, who drove the first scheduled bus through the Posey tube when it opened 34 years ago, was on hand this month to pilot the first scheduled bus through the new estuary tube. This time around, however, wasn't as "awesome" to Brooks as the first.

History Repeats Itself

There Goes Carl Through the Tube Again

A bit of history repeated itself this month when veteran operator Carl H. Brooks, 63, drove the first scheduled bus through the new estuary tube to Alameda—just like he did 34 years ago when the old Posey tube opened on a dark October morning.

There was some difference, though. When Brooks drove the first motor coach—one of the twin-engines of the 100 series—through the Posey tube on Oct. 28, 1928, it was 5 a.m., he was all alone and it was dim and "scary." There were only a few of the globes lit and when I rolled down into the darkness, it gave me kind of an odd feeling," Brooks remembers.

"I didn't have any passengers and there was no other traffic. I was glad to get out on the other side. But after I did it a few times, I got over that funny feeling." Brooks had a lot more excitement when the new tube opened.

In a last minute flurry, he was picked off his regular run on Berkeley's Line 17 by Supervisor L. L. McDonald and rushed to the Webster St. entrance so he could pilot the first schedule.

Whistles blow, the police whipped into action, Supervisor Fred Hymes stopped the bus and got Brooks aboard. Mrs. Dorothy Lewis, a veteran operator in her own right, gracedly gave up the controls and Brooks drove the line 42 coach through to Alameda. Television and newspaper cameras recorded the event and this time Brooks had company, passengers, plus lines of cars and other buses waiting to follow him through the tube.

Top on the seniority list among the operators, Brooks started with the Key System in 1923 on the street cars, switching over to buses in 1926. He still has the Posey tube book of traffic regulations handed him in 1928. It contains such reminders that the speed limit was 20 miles an hour, no smoking permitted, horse drawn vehicles were prohibited and "no shouting or boisterous conduct" was allowed.

FIRST BUS—Carl H. Brooks, who drove the first scheduled bus through the Posey tube when it opened 34 years ago, was on hand this month to pilot the first scheduled bus through the new estuary tube. This time around, however, wasn't as "awesome" to Brooks as the first.
Symbols Change, But It's Still Transit

From the start of "Key Route" service in 1903 until today's network of bus service, East Bay transportation has rumbled, floated and rolled under a variety of names and a handful of emblems.

For most veteran riders, the "key" emblem was long the most symbolic. Until, of course, AC Transit's insignia entered the field, its streamlined wing, encircled by an oval disc, promising new motion and speed. But it was the "key" that served in some form or other as the main symbol of area transit for some 43 years—during the great-in-memory era of train and ferry service and the rattling street car.

It first became identified with the train-ferry commute era when F. M. "Borax" Smith inaugurated the San Francisco, Oakland and San Jose Railway on Oct. 26, 1903. The first timetable featured a skeleton key, but there was no "Borax" Smith inaugurated the San Francisco, Oakland and San Jose Railway on Oct. 26, 1903. The first timetable featured a skeleton key, but there was no immediate obvious significance.

Two weeks later, a different key and the lettering "Key Route" gave the symbol some meaning, when the second timetable appeared. It carried the names of Berkeley, Oakland and Piedmont on the "bow," while the "bit" resembled a timetable appeared.

A symbol some meaning, when the second drawings of a commute train, the Key featured a skeleton key, but there was no obvious significance. But two weeks later, a different key and the lettering "Key Route" gave the symbol some meaning, when the second timetable appeared. It carried the names of Berkeley, Oakland and Piedmont on the "bow," while the "bit" resembled a timetable appeared.

A symbol some meaning, when the second drawings of a commute train, the Key featured a skeleton key, but there was no obvious significance. But two weeks later, a different key and the lettering "Key Route" gave the symbol some meaning, when the second timetable appeared. It carried the names of Berkeley, Oakland and Piedmont on the "bow," while the "bit" resembled a timetable appeared.

After Key System Transit Co., 1923-29, the old symbol was discarded and a new "flying key" designed, featuring a vertical key, encircled oak tree and eagle-like wings.

This symbol was applied to passenger rolling stock and remained on trolley equipment until 1946. The street car system, however, got a different insignia in 1930—a circle enclosing a portion of the shoreline.

After East Bay Motor Coach Lines merged with East Bay Street Railways in 1934, buses also used a similar emblem, but in hexagonal shape, with a drawing of a coach to add to the confusion. In 1938, under the name of East Bay Transit Co., the emblem was simplified to a circle containing the name and a variation of the "Key System" wings. After National City Lines purchased the network in 1946, the key symbol no longer seemed appropriate in the light of bus operations and the emblem passed into memory. The shield for Key System Transit Lines was straight up and down business-like. It, in turn, was discarded when AC Transit took over on Oct. 1, 1960.

It's Double Retirement--and Travel Fun Ahead--as 'First Couple' Take Pensions

Romance, which blossomed over tokens and transfers at the old central carhouse, had a happy aftermath this month when Mr. and Mrs. David Garfinkle of 2316 12th Ave., both took their pensions and got down to the business of traveling for fun.

The couple—probably the district's first "double" pensioners—have a gypsy spirit in common, as well as a Transportation background. They've already made a trip to Oregon and back and will leave soon on a cruise to the South Seas.

And then—if you stay-at-homes can bear it—they plan to take in the World's Fair in New York.

Mrs. Garfinkle—Bertha—went to work for Key System as a streetcar operator in the World War Ii days of 1945. December cold and some strong urging persuaded her to go into the carhouse as a receiver—and that's where she met David.

"He used to always come to my window. Maybe he just thought I was handsome, but I think he was eyeing me some. Then after I went to 50th and Telegraph as a chief receiver, he sent a note and asked me to call him. I did and we started dating."

The Garfkles, who were married in 1953, can tally 65 years of transit between them—and never the same days off. Mrs. Garfinkle also worked as chief receiver at the Seminary division, "gave the trains a whirl," qualified as a bus driver, but spent the past 12 years as a ticket seller at the terminal in San Francisco.

Her husband started on the street cars 45 years ago and switched to the motor coaches when the cars left the streets. Others who recently have been posted on the pension rolls include:

- Joseph Estrella, 2718 13th Ave., motor coach operator in the Seminary division, entered service in 1928 and was pensioned effective March 1.
- James T. Hall, 2448 68th Ave., Oakland, spent the past 12 years as a ticket seller and down-business like. It, in turn, was discarded when AC Transit took over on Oct. 1, 1960.
- Ettore A. Ficchiaroli, mechanic A, in maintenance at the Emeryville division, came to work in 1929 and was pensioned Feb. 1. He lives at 532 Lombard St., San Francisco.
- D. J. Van Mourik, 1053 Curtis St., Alhambra, pensioned Feb. 1, entered service in 1932 and was a utility service employee at Richmond division.
- Albert Zucca, 1029 Stannage Ave., Alhambra, also pensioned Feb. 1, worked with Van Mourik at Richmond. He entered service in 1929.
- Ettore A. Ficchiaroli, mechanic A, in maintenance at the Emeryville division, came to work in 1929 and was pensioned Feb. 1. He lives at 532 Lombard St., San Francisco.
- D. J. Van Mourik, 1053 Curtis St., Alhambra, pensioned Feb. 1, entered service in 1932 and was a utility service employee at Richmond division.
- Joseph Estrella, 2718 13th Ave., motor coach operator in the Seminary division, entered service in 1928 and was pensioned effective March 1.
- James T. Hall, 2448 68th Ave., Oakland, spent the past 12 years as a ticket seller and down-business like. It, in turn, was discarded when AC Transit took over on Oct. 1, 1960.
- Ettore A. Ficchiaroli, mechanic A, in maintenance at the Emeryville division, came to work in 1929 and was pensioned Feb. 1. He lives at 532 Lombard St., San Francisco.
- D. J. Van Mourik, 1053 Curtis St., Alhambra, pensioned Feb. 1, entered service in 1932 and was a utility service employee at Richmond division.
- Albert Zucca, 1029 Stannage Ave., Alhambra, also pensioned Feb. 1, worked with Van Mourik at Richmond. He entered service in 1929.
- Joseph Estrella, 2718 13th Ave., motor coach operator in the Seminary division, entered service in 1928 and was pensioned effective March 1.
- James T. Hall, 2448 68th Ave., Oakland, spent the past 12 years as a ticket seller and down-business like. It, in turn, was discarded when AC Transit took over on Oct. 1, 1960.
- Ettore A. Ficchiaroli, mechanic A, in maintenance at the Emeryville division, came to work in 1929 and was pensioned Feb. 1. He lives at 532 Lombard St., San Francisco.
- D. J. Van Mourik, 1053 Curtis St., Alhambra, pensioned Feb. 1, entered service in 1932 and was a utility service employee at Richmond division.
- Albert Zucca, 1029 Stannage Ave., Alhambra, also pensioned Feb. 1, worked with Van Mourik at Richmond. He entered service in 1929.
- Joseph Estrella, 2718 13th Ave., motor coach operator in the Seminary division, entered service in 1928 and was pensioned effective March 1.
- James T. Hall, 2448 68th Ave., Oakland, spent the past 12 years as a ticket seller and down-business like. It, in turn, was discarded when AC Transit took over on Oct. 1, 1960.
- Ettore A. Ficchiaroli, mechanic A, in maintenance at the Emeryville division, came to work in 1929 and was pensioned Feb. 1. He lives at 532 Lombard St., San Francisco.
- D. J. Van Mourik, 1053 Curtis St., Alhambra, pensioned Feb. 1, entered service in 1932 and was a utility service employee at Richmond division.
- Albert Zucca, 1029 Stannage Ave., Alhambra, also pensioned Feb. 1, worked with Van Mourik at Richmond. He entered service in 1929.
- Joseph Estrella, 2718 13th Ave., motor coach operator in the Seminary division, entered service in 1928 and was pensioned effective March 1.
- James T. Hall, 2448 68th Ave., Oakland, spent the past 12 years as a ticket seller and down-business like. It, in turn, was discarded when AC Transit took over on Oct. 1, 1960.
- Ettore A. Ficchiaroli, mechanic A, in maintenance at the Emeryville division, came to work in 1929 and was pensioned Feb. 1. He lives at 532 Lombard St., San Francisco.
C. W. Triplett, 94, one of AC Transit's oldest pensioners, holds a special niche in East Bay transit history.

His work record goes back 67 years, when the last horse car was still meeting its schedules in Hayward.

And he may wonder, sometimes, at the progress made since he went to work on the Oakland, San Leandro and Hayward Electric Railway in 1896.

Almost 70 years passed before the fast running time clocked by the early electric cars was finally matched two years ago by the new intercity express service inaugurated by AC Transit.

In those days, when Triplett was working as a conductor, you could ride from Oakland to San Leandro in 25 or 30 minutes—and for 5 cents. It was still open countryside, although the electric line, opened in 1902, had already started a building boom that's still booming.

Triplett, who lives at 3519 89th Ave., Oakland, is the third oldest pensioner on district rolls and probably the top of the list in earliest date of service.

Triplett worked for more than 41 years before he retired in 1937, serving on the Hayward electric line and later on different lines in East Oakland—including the rock train to Leona Heights.

Although his memory has dimmed a bit in recent months, he can remember working on the car that carried the mail on the electric line after it made neighbors out of Oakland and Hayward. The car took mail from the main post office on Broadway and dropped it off at postal branches along the way.

Triplett also can recall, in blushing detail, "the wild bunch from San Francisco" that would board the electric at the Fruitvale station to ride out to an amusement park in San Lorenzo.

And no wonder. One lady passenger once ripped open his uniform in a savage swoop—an embarrassing moment he has never forgotten.

A farm boy in Missouri and Kansas before he came to California in 1894, Triplett ran a restaurant on 7th St. near Broadway for a time, until a competitor started serving a meal for 10 cents.

Triplett, who had been charging 15 cents, decided it was time to get out of that business and into transportation. He got a job on the cars, for 10 cents an hour for a 10-hour, six-day week.

Another vivid experience occurred when Triplett's car lost its brakes going down 23rd Ave. While he prayed, the car made it safely through several intersections going lickety-split and finally rolled to a stop.

An avid church member, Triplett shows remarkable vigor. Always a determined and tireless sportsman, he went deer hunting until he was 91. Now, according to his son, he confines himself to the front porch and "swatting flies."
At an adjourned regular meeting January 30, 1963, the Board of Directors:

- Directed the General Manager to closely evaluate transbay bus travel time after exclusive bridge transit lane is opened to all vehicular traffic, on motion of Director Warren.
- Directed General Manager to prepare recommendations for future use of Bay Bridge in connection with developing additional patronage on transbay lines, on motion of Vice President Coburn.
- Referred a study of district business expenditures and travel policies to Committee on Finance, on motion of Director Bettencourt.
- Commended Director Bettencourt for his services as President of the Board during the 1961 and 1962 calendar years, on motion of Vice President Coburn.
- Accepted resignation of Director Barber and directed preparation of appropriate resolution, on motion of Vice President Coburn.

At the regular meeting February 13, 1963, the Board of Directors:

- Referred bids on providing radio equipment to the General Manager and Attorney for study and recommendation, on motion of Vice President Coburn.
- Extended experimental “Ride & Shop” transit validation program in downtown Berkeley for an additional two months, on motion of Vice President Coburn.
- Authorized expenditures not to exceed $5,000 in connection with opposition to Assembly Bill 889, on motion of Vice President Coburn.
- Authorized General Manager to procure service of interior decorator in preparing new general offices for occupancy, on motion of Director Bettencourt.
- Commended former Director Barber for his long and faithful service, on motion of Director Bettencourt.

District Taxes Paid

Taxes deducted from wages of AC Transit employees during 1962 amounted to $1,422,131, according to J. F. Larson, treasurer-controller.

Gross wages paid were $8,980,333. Of the total in payroll deductions, $1,383,493 was paid to the U.S. Government in income and social security taxes, while $58,638 went to the State in disability taxes.