"Jet Age" of Buses . . .
Equipment features
More leg room and look
Of open spaciousness
**Workers get wage hike**

A new, two-year contract between AC Transit and Division 192, Amalgamated Transit Union, went into effect this month, giving workers a wage boost and improved fringe benefits.

During the first year, the increases for 1475 drivers, maintenance department workers and other union members, averages 6.2 percent.

The agreement, within Federal Wage Stabilization Board guidelines, boosts the wages of bus drivers by 28 cents an hour during the first 12 months, to a total of $5.20.

Other increases include:

- Rates for other maintenance employees were increased from 20 to 32 cents an hour.
- In the transportation department, hourly rates for dispatchers were boosted from 27 to 30 cents an hour.
- Parts clerk, shipping, was increased to $5.24 per hour and parts clerk, to $5.14 per hour.
- A 15 cents an hour increase across the board was approved for clerical personnel.

Wages are retroactive to July 1. During the second year, wages will be increased 5.5 percent across the board, raising operators’ pay 27 cents to $5.45 an hour.

Employees will be granted costs of living increases during the contract, provided the additional pay is within the Federal wage guidelines.

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**Fringe benefits** under the new contract, which extends to June 30, 1974, include:

- Boost in health plan contributions up to $47.13 per month for employee and qualified dependents, Jan. 1, 1973. An additional increase March 1, 1973, if necessary to continue level of benefits.
- Boost in dental plan contributions up to $7.83 per month for employee and qualified dependents, effective Sept. 1, 1973 and to $12.50, effective July 1, 1973.
- Adjustments in cost of living formula on quarterly basis, with month of June, 1972, as base index, provided adjustments are within Wage Stabilization Board guidelines.
- Effective July 1, 1973, eight agreed to holidays shall be guaranteed. With sign-up for 1974 vacations, employees can select vacations on anniversary of their seniority.

**Fiscal operating estimate adopted**

A preliminary operating estimate of $27,379,114 for the new fiscal year was adopted by the Board of Directors at the last meeting in June.

A revised estimate will go to the Board for action in August, when directors are expected to set the tax rate for the current year.

The estimate was adopted while union negotiations were underway and does not include provisions for any increase due to labor contract.

The operating projections result in an unfunded deficit of $2,447,914 for the year.

A portion of the deficit—approximately $1,380,000—will be due to the beginning of BART operation in the new fiscal year. General Manager Alan L. Bingham told directors.

It will cost the bus property $653,000 for additional drivers and buses for new service to BART stations, the transit executive explained.

In addition, AC Transit expects to lose $403,000 in revenue as result of BART. Of that amount, $206,000 is attributed to lost revenue due to a free transfer plan from BART trains to AC Transit buses.

BART and AC Transit have agreed to jointly underwrite the free transfers. Another $257,000 loss is expected from a change in riding habits, such as present riders who will walk to rapid transit stations or who will drive to the station rather than take the bus.

However, the current fare and tax structure, plus Federal and State monies, are expected to balance the budget.
A Letter from the General Manager to All AC Transit Personnel

With approval of a new two-year labor agreement by our employees represented by Division 192 ATU, I would like to reassure all of you regarding your job security in connection with BART operation.

"WHAT ABOUT AC TRANSIT AND BART?"

The two systems are not in competition. Each is separate and has its own function—AC Transit provides an East Bay and Transbay coordinated bus service while BART is a regional rail transit operation. The objective is to establish the best possible service between the two systems which will serve the traveling public. Only by a combination of both can we provide the best. For many many months we have been working with BART in an effort to accomplish this goal and I am confident it will be reached.

We know factually that with BART’s scheduled September operation between Oakland and Fremont we will need additional employees and buses and will operate more miles per day. In fact we started in early June training new operators. New buses are now being delivered. We also know the same will be true in November when the second step of BART operation is scheduled to begin between Oakland and Richmond. In other words, we will need all our present employees and possibly an expansion in our work force. The final step of BART operation, scheduled for June next year into San Francisco, will result in an adjustment of our service to the extent that we can then remove a number of our older buses from service and update our fleet.

JOB SECURITY

Our first concern from the beginning has been job security of AC Transit Em-

Spaciousness featured in newest buses

Another step toward more attractive equipment—and cleaner air—was taken this month as a fleet of buses arrived with newly designed interiors and Environmental Improvement Program kits.

The EIP packages further reduce the minimal amount of pollution attributed to diesel-burning buses.

Sixty new buses

Sixty buses are in the delivery package, being driven across the country from Pontiac, Mich.

Final delivery will give AC Transit 90 buses with improved fuel injectors and vertical exhaust stacks—main features of the EIP package. The buses also have outside safety lighting for passengers boarding buses after dark.

In addition, the property is converting all new look buses—a total of 462—to the

new injectors. Completion of work in September will give the District one of the cleanest burning fleets in the nation.

The new, 51-passenger buses also feature a “jet age” interior different from any coach now in service.

Deep bucket seats, with individual backs and cushions, are well mounted and supported by a center pedestal, giving the bus a look of clean spaciousness.

Paneling is white, sprinkled lightly with gold. Advertising racks have been removed, except for two contoured frames to accommodate advertising customers. The seats are covered with a new type fabric. Different color schemes have been used. Improved sound insulation has been added between engine and passenger compartments.

Purchase of the equipment and conversion of current buses to the low sac needle injector are being funded under a grant from the Urban Mass Transportation Administration.

AC Transit already has been credited as the first property to take such extensive measures to lessen air and noise pollution and to make buses as attractive and comfortable as possible, to compete with the private automobile.

With proper design and attention to comfort, new buses should be more attractive than ever before.
BART light designed for rider information

The illuminated wording can be seen either in daylight or after dark.

The blue spot light was designed by AC Transit maintenance personnel, and is believed to be a new device for the transit industry.

To make the light, a box 5½ by 5 inches, with a mirror in the back, was installed in available space above the window, on the curb side of the bus.

Four 32-candlepower light globes were installed, with vents above each light.

The front then was covered with ½ inch glass, painted with heat-resistant blue paint.

The glass then was covered again by ½ inch blue plastic, giving the letters a light blue tint against the darker blue background.

A blue indicator light was installed next to the running switch, to inform the driver when the light is on. It also is wired so the light goes out when the master switch is in the off position.

Buses scheduled to serve the ten BART stations in the AC Transit service area between Hayward and downtown Oakland during the first phase of BART service will carry the specially-designed light.

A plastic portable sign, also newly-designed, will be used on old buses which are scheduled for early retirement following the commencement of full BART operations next year.

Final line rerouted for service to Stations along BART Richmond branch

Rerouting of Line 72—San Pablo Ave., to provide frequent connections to BART stations in Richmond and El Cerrito, has been approved by the Board of Directors.

Line 72 was the final major bus line to be rerouted in connection with service to BART’s Richmond branch. Rerouting of 25 other bus lines already has been approved.

Both lines 72M—Macdonald Ave. and 72P—Potrero Ave. will serve BART/Richmond. Night-times and Sundays, both lines also will serve BART/El Cerrito.

In addition, Line 72M, northbound, will stop at BART/Del Norte. Southbound, the bus will stop on San Pablo Ave. to serve same stations.

A new Line 72B supplemental shuttle will operate between 23rd St. and Macdonald Ave. and BART/El Cerrito, serving the Del Norte station en route, during weekday commute hours.

ART FESTIVAL—Scenic tour takes sightseers to Santa Rosa.

Sunshine Fun Tours big success

BUS LOAD — The “Freeway Train” was called into service when over 90 riders turned out for AC Transit’s first “Saturday Adventure” tour to art festival and Luther Burbank gardens. Bus created sensation in Santa Rosa.

CONCENTRATION—Youngster makes puppet—with stripes to match—while passengers from sightseeing tour watch action.

CROSSED LEGS—The style was a little different, but this entire family relaxed with crossed legs at art show in Santa Rosa.

ARTIST—Intrigued group watches potter at work.

NEW—Out for a good time, tourists try Indian bread.
NEW EMPLOYEES

AC Transit welcomed these new workers in April, May and June.
Bus bridges the Bay
For bicycle riders

AC Transit's bicycle bus, the "Pedal Hopper," is back in service again carrying bikers and their two-wheelers across the Bay Bridge.

Operating on a regular schedule on Line B - Grand Ave., the bus runs weekends and holidays from early in the morning until after midnight.

Round trips run approximately every 90 minutes all day, then hourly during the evening hours.

A revised fare structure allows adults to take their bikes on the Pedal Hopper across the bridge for 75 cents while children may ride for 20 cents plus 20 cents for their bicycles.

Seats were removed along the street side of the bus to accommodate 12 bikes. As a result, the bus carries 37 passengers.

Last year the fare was set at $1.25 per person and the bus ran on a restricted, daytime only schedule.

NEW LOOK IN UNIFORMS

There's a smart new look in the East Bay this summer.

All AC Transit supervisors have been supplied with new, all-weather uniforms — but an effort has been made to get away from the stereotyped look.

The major change has been in the cut of the suit. It now comes much closer to a tailored business suit, although the preferred nickel-gray color has been retained.

White shirts replace the gray shirts previously worn and new caps with gold colored emblems and bands have been supplied.

The program now will be extended to include training instructors.

SAN FRANCISCO BOUND - Chris Winters of Berkeley cinches the strap holding down his bicycle aboard "Pedal Hopper."

Sharp gains registered in May

Sharp gains in all revenue and patronage figures were registered during May, compared to the same month one year earlier. This year, however, May had two more work days than did May of 1971.

Total passenger revenue for May was $1,327,869, up $63,100 or 4.99 percent above the $1,264,769 collected during May, 1971. East Bay revenue was $693,380, up $22,844 or 3.41 percent above the $670,536 dropped into fare boxes a year ago. Transbay revenue of $634,489 was up $40,256 or 6.77 percent above the $594,233 collected one year earlier.

Commute book sales totaled $281,244, up $26,475 from sales of $254,769 during the same month a year ago—a rise of 10.39 percent.

AC Transit buses carried 4,536,507 passengers during May, up 204,187 or 4.71 percent above the 4,332,320 carried during the month of May, 1971. East Bay buses carried 3,252,813 riders, up 130,056 from the 3,122,757 who rode during the same month a year earlier — up 4.16 percent. On transbay lines, patronage for the month totaled 1,283,694, up 74,131 or 6.13 percent above the May, 1971, figure of 1,209,563.

Nationally, the transit industry indicated a decrease in revenue passengers of 1.30 percent.

Operating costs during May were $2,057,452, up $270,873 or 15.16 percent above year-ago expenses of $1,786,579. The system operated 2,202,025 miles of service, an increase of 109,034 miles or 5.22 percent above the May, 1971, mileage of 2,092,981.

Total income of $2,207,652 left a deficit of $54,497 in meeting full bond debt requirements and operating costs.

3 year passenger revenue comparison

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THE NEW LOOK - Supervisor Howard Jeffries models new uniform.
Actions of the Board

At an adjourned regular meeting June 28, the Board of Directors:

• Authorized advertising for bids on materials for destination and bus stop signs, on motion of Director Daughtry.
• Authorized participation in transit conferences, on motion of Director Copeland.
• Granted authority to file suit against tire companies on leasing contract, on motion of Director McDonnell.

Adopted operating estimate for 1972-73 fiscal year, on motion of Director Copeland. (See Story, P. 3)

• Approved special service to Candlestick Park, trial shopping service for Palo Vista Gardens and rerouting of Line 72 to serve BART stations, on motion of Director McDonnell.
• Authorized participation in City of Berkeley transit study, on motion of Director McDonnell.
• Approved operation of bicycle bus, on motion of Director McDonnell.
• Approved advertising program and budget for 1972-73 fiscal year, on motion of Director Berk.

At a regular meeting July 12, the Board of Directors:

• Authorized General Manager to seek study grant for Dial-a-Ride system and to execute agreement with BART for sharing costs of automatic transfer issuing machinery, on motion of Director McDonnell.
• Recommended continuing Line 47, contingent on $5000 subsidy, and Line 83M for six months period, on motion of Director McDonnell.
• Extended southern boundary of central fare zone from 73rd Ave. and Spencer St. to BART/Coliseum station, on motion of Director McDonnell.
• Authorized preparation of specifications and seeking bids on bus washer, shop equipment, cars and trucks, on motion of Director McDonnell.

• Approved new labor contract with Division 192, Amalgamated Transit Union, and extended same benefits to non-union personnel, on motion of Director Daughtry. (See story, P. 2)
• Authorized participation in transportation planning symposium, on motion of Director Daughtry.
• Referred advertising request to Advertising and Public Relations Committee, on motion of Director McDonnell.