More leg and knee room
Provided in new coaches
I wish to commend driver H. K. Peterson for his kindness and thoughtfulness. An elderly lady got on his bus carrying crutches and a wheelchair. He got off the bus, helped her on with her crutches and then put the wheelchair on the bus. When she got off, he again got off the bus, helped her down and took down her wheelchair.

Mrs. Nettie Weiss
Oakland

I would like to congratulate AC Transit on their fine personnel. In four years of travel I have witnessed outstanding courtesy and patience on the part of the drivers of the 50, 40, 53 and 84 buses. They do an excellent job and should be told as often as possible.

Sister Edwar dine of the Holy Family
Castro Valley

... I was in a rush but, luckily, the bus was waiting. I asked if he (Angel Erdoisa) was ready to leave and he said in about ten seconds. Then he said: "You dropped a coin." I looked hurriedly in the gutter. There I got my 25 cents. I did not hear it fall.

Charlie M. Flood
Oakland

I thought you would like to know that you have a very considerate and helpful employee in Don Rager. I was stranded, not knowing exactly how to reach my destination. Mr. Rager carefully instructed me, then he let me off to transfer. I also noticed that he was very patient and helpful to a lady on the bus who, too, was full of questions. I am eighty-five years old.

Miss Mary Jean Davis
Berkeley

... the new '800' series buses, now appearing on the 7 route (see story, opposite page), are positively the Taj Mahal of coaches. That's really a beautiful bus! Plenty of leg room, pleasant colors, everything!

Paul Magli llan
Berkeley

I would like very much to express my appreciation to AC Transit for their excellent drivers, particularly Mr. Ernest Salmon. I have been a bus rider all my life and certainly have had many courteous drivers, but this young man is exceptional, loves his job and everyone who boarded his bus was made so welcome as though he was a guest in his own home.

Mrs. Felicia Gartenburg
Berkeley

... all your bus drivers are perfect gentlemen, kind and considerate, and a pleasure to ride with. Your buses are always spotless and on time. One rarely hears your drivers chatting with a passenger. Your every bus is quiet and the seats are comfortable.

Pat Boyle
San Francisco

Despite increasing costs

Fares and property taxes Expected to remain at current levels

Despite increasing costs, AC Transit expects to hold fares at the same level during the 1973-74 Fiscal Year, assuring riders of a continued bargain in low cost transit.

State law prohibits property tax rate increases, which means the current consolidated rate of 31.1 cents per $100 of assessed valuation will be continued.

The District hopes to balance its books during the new fiscal year through fare box revenue, the same property tax rate, and proceeds from federal grants and the state sales tax on gasoline.

For customers, this means a bus ride still will cost only 25 cents within the East Bay central portion, with minor additional zone charges to outlying areas. Transfers still will be free and the transbay commute fare will remain at 50 cents.

An operating estimate of $28,263,130, adopted by the Board of Directors, includes operating revenue amounting to $14,927,000 for the fiscal year.

Tax revenues and federal and state grants are expected to raise the difference, except for an unfunded deficit of $816,418 to be met from uncommitted cash reserves.

New buses with more leg and knee room Being received—will replace older coaches

AC Transit received 55 new buses this month, replacing 47 older buses which are being taken out of service.

The new buses will provide more leg and knee room for passengers.

The new models are 35 feet long, compared to 40 feet for many of the District's coaches.

A new seating arrangement, combined with the smaller size, means the new coaches will have only 42 seats. Larger models now on the streets have 45 or 51 seats.

All seats, except those over wheel housings, are mounted on single pedestals — allowing stretch-out room for passengers.

Engines in the new buses come with factory-installed Environmental Improvement Packages (EIP), including a new type fuel injector, and meet California's 1973 air pollution emission standards.

The 47 older buses being replaced date back to 1947 and 1949. They will leave AC Transit with 150 of the "old look" models now on the streets, which are scheduled for replacement.

Counting delivery charges and yard preparation costs, the new buses will cost more than $37,000 each.

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University of California

THE COVER — AC Transit information operator Kathy Johnson demonstrates extra leg room in newest coaches.
Gas rationing, other controls proposed
In efforts to clean up the air

Gasoline rationing, a 20 percent cutback in existing auto parking spaces, establishment of bus/car pool lanes on city streets and highways and other stringent measures are being proposed by the U.S. Environmental Protection Agency as ways to reduce air pollution in the Bay area.

If adopted, the proposed regulations will go into effect gradually during the years 1974 to 1977.

Announcing its proposals this month, EPA spokesmen said the agency's goal is to get people out of their cars and into public transportation.

To help accomplish the goal, the EPA also proposed that new traffic rules be written to give buses the right-of-way when changing lanes and allowing buses to make left turns even where "no left turn" signs are posted.

Other measures proposed to help cut smog include: stiff inspection rules on auto smog devices, plus mandatory inspections; limiting the number of motorcycles to be allowed; requiring cities to set up computerized bus/car pool matching systems.

Tougher rules elsewhere

"Tough as the proposed Bay area rules are, those proposed for Los Angeles and New York City were even tougher.

Gasoline sales in Los Angeles would be so severely restricted the net effect would be a total ban on automobiles there by 1977.

Proposals for New York City included: elimination of on-street parking within the central business district; restriction of daylight truck deliveries and limiting of taxi cruising.

The thrust of the EPA's actions, according to the Wall Street Journal, is a "reshaping of the county's dependence on the automobile."

EPA's acting administrator Robert Fri, is quoted: "We are basically attacking the problem by asking people to change their habits—their long-standing and intimate relation to the automobile."

If adopted, the plans will require state and city officials to do everything possible to encourage mass transit over private autos, and to avoid any action which would divert people from mass transit back to autos.

Air pollution seen
As serious problem

Four out of five adult Californians consider air pollution a serious problem in the state, and roughly half the state's citizens think the problem is getting worse, according to a recent California Poll.

The same poll indicated that Californians view automobiles as the chief source of air pollution and that broad public health considerations are now a matter of public concern.

Poll results concur with the findings of experts in the air pollution field. The San Francisco Air Pollution Control District (BAAPCD) long ago advised that the gasoline powered internal combustion engine creates about 80 percent of the Bay area's smog.

At the same time the California Poll was released, Bay area residents received a warning they cannot expect both clean air and an adequate supply of gasoline for their autos.

Dr. J. Callaghan, executive director of BAAPCD, issued a report that a choice must be made between the ever-increasing demand for more energy and desires for cleaner air.

Callaghan warned that meeting the energy demands, particularly for more gasoline, will result in a worsening of air quality. Preserving air quality, he said, will result in shortages of gasoline and electrical power production.

AC Transit transbay lines to continue until
BART runs reliable service to San Francisco

"We think what we learned from those actions can help us better serve transbay patrons by gradually phasing out service rather than abandoning lines overnight," Bingham stated.

Summer Fun Tours continue
To be popular attraction

"AC Transit's Summer Fun Tours continue to be a popular attraction for Bay Area residents and visitors. The tours, which go as far north as the Napa County wineries and as far south as Los Gatis' Old Town, attracted 1219 passengers during the first 24 days of operation while more than 1700 people have signed up for future tours this Summer."

"Summer Fun Tours will continue daily until Sept. 16, with the exception of Labor Day weekend."

For reservations, call 654-7878.

CAMERA SHY—When television cameraman Bob Maguire rode along on one of AC Transit's Summer Fun Tours, he decided to turn his camera on some of the passengers. The young lady on the left wasn't sure if she liked the idea of being a television star.
Open doors mean buses have not yet been cleaned.

Central Dispatch, communications nerve center, operates around the clock.

A. W. "Tony" Perry checks destination sign.

Rod Lawson, left, and Al Villata test batteries.

Sweeping by Clarence Van Velsor and mopping by Armando Alamillo are a regular nightly routine.

Drivers James Garrett, left, and Wm. H. McFerren wait for late runs.

Foreman "Eppie" Epper-son fills out papers.

Don Glass mans a fuel hose.

AC Transit after dark

A large, metropolitan transit system such as AC Transit doesn't shut down after dark. Coaches are washed, inside and out, repairs are made, maintenance is performed and money vaults are pulled to prepare the system for the next day's operations.

Homer Reagan of Richmond Division replaces worn out parts under bus.

Supervisor Frank Rigley keeps in touch by radio.

Four men can fuel 260 buses in four hours at Emeryville Division.

Gerald Annis pulls a money vault.

Dan O'Brien, left, and "Eppie" Epper-son in Seminary stock room.

Seminary workers relax during lunch break.

Maintenance work continues through the night at Richmond Division.
AC Transit welcomed these new workers in April, May and June.
Small bus wins passenger approval

Bus riders like the concept of a small bus for use on neighborhood lines. A three-weeks test with a 31-passenger coach on a dozen neighboring lines between Richmond and San Leandro showed 95 percent of the riders approved the smaller coach.

The individual card survey revealed in virtually a 100 percent response, with customers commenting favorably on expanded window space in the experimental model, air conditioning and the thought of economical gain by use of a smaller bus.

Actually, most of the costs involved in operating the AC Transit bus fleet concern labor. Only slight savings from a possible cut in fuel usage would be expected if suitable small buses are purchased for the East Bay market, according to Alan L. Bingham, general manager.

AC Transit will continue investigating acquisition of small buses for certain areas and for the Dial-a-Ride experiment.

By Richmond Division drivers

A new, all-time District safe-driving record was set during June by drivers from AC Transit's Richmond Division.

By averaging 21,793 safe-driving miles per accident during the month, Richmond operators established a new monthly record and broke the old record of 21,420 miles set by Emeryville Division drivers during May, 1972.

All-time safe-driving record set

Two AC Transit drivers died in recent weeks.

Mesia A. Telle, 51, died June 11, after a ten year career with the District. He was employed Apr. 24, 1963.

Telle, of 1918 Redwood Dr., Martinez, was survived by his widow, Delphina, sons Jeffrey, Merle and Girard and a daughter, Naldeen. The family lives at 2928 Ohio Ave., Richmond.

Johnny Walker dies

Walker died July 12 in Alameda, where he lived since 1918. He had served 45 years as a transportation superintendent before he turned in his brass Jan. 1, 1971—considered a record on the property.

Walker worked on the street cars and trains before he went to the Key pier as trainmaster in 1938.

In 1942 he was made assistant superintendent of the Key System and took over one of his biggest jobs, operating the railway which carried workers from Oakland to the Richmond shipyards.

Walker, 69, is survived by his widow, Idella, two sons; nine grandchildren and two great-grandchildren.

As the tested bus was a Twin Coach made by Highway Products of Kent, Ohio, the individual card survey resulted in a three-weeks test with a 31-passenger Twin Coach was tested on 12 different East Bay lines during July. Its small size and large windows met with enthusiastic response from riders.
At an adjourned regular meeting June 27, the Board of Directors:

- Awarded contract for rental and service of bus tires to Firestone Tire and Rubber Co., subject to compliance with specifications, on motion of Director Berk.
- Retired 47 older buses and declared them surplus for sale at appraised price of $1850 each, on motion of Director Berk.
- Authorized board and management attendance at American Transit Assn. Annual Meeting, on motion of Director Copeland.
- Adopted Operating Estimate for 1973-74 Fiscal Year, on motion of Director Rinehart. (See story, Page 3)
- Continued present policy of limiting reduced fares to senior citizens 65 years and older, on motion of Director Rinehart.
- Approved acceptance of new automobiles for supervisors and other staff persons, with larger engines than specified, on motion of Director Rinehart.
- Approved rerouting lines E, H and L-1 through BART stations, commencing with inauguration of BART service to San Francisco, on motion of Director Berk. (See story, Fig. 5)
- Approved rerouting Line 54 and increasing service on lines 91 and 91A, to provide better bus service in areas along those lines, on motion of Director Berk.
- Authorized revision of liability clause in agreement with Santa Clara County Transit District, on motion of Director Rinehart.

At a regular meeting July 11, the Board of Directors:

- Referred bids for office furniture and equipment to management for tabulation and review by the Board, on motion of Director Rinehart.
- Authorized participation in transportation management seminar, on motion of Director Copeland.
- Adopted resolution in support of concept of Metropolitan Transportation Commission Regional Plan, on motion of Director Nakadegawa.