"Bus of the future" models
Exhibited in the East Bay
BOARD HOLDS FARES, TAX RATE STEADY

AC Transit bus fares, and property taxes to support the District, will remain at current levels for the 1973-74 fiscal year.

The Board of Directors held the line on fares and taxes, but anticipated that Federal and State grants will cover a projected unfunded deficit of $5,693,367.

Fares remain at a basic 25 cents for local adult travel and 55 cents, or 50 cents commute, for transbay trips—the same fare structure which has been in effect since July 1, 1969.

Property taxes were set at a two-county consolidated rate of 31.1 cents per $100 assessed valuation—the third straight year at this rate.

An operating estimate of $31,903,033 was adopted for the 1973-74 fiscal year, up $5,382,026 above last year's total expenses of $26,521,007. The estimate includes depreciation and bond debt principal and interest payments.

The estimate also includes funds for experiments with increased frequencies on connector bus services to BART stations.

THE METROPOLITAN TRANSIT COMMISSION has approved a claim in the amount of $4,429,974 as AC Transit's share of funds, generated within District boundaries, from the state sales tax on gasoline.

Additionally, a special allocation of $200,000 has been earmarked for planning and promotion of transit and services for the handicapped.

DELIVRING BOTH LEAFLETS TO MISS MARIA SILVA, Delin­ cring both leaflets to Miss Maria Silva for El Cerrito and tell how to get to BART.

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TRANSBUS models displayed in Bay area; Viewers see features of "Bus of the future"

Bay area residents discovered this month the bus they will be riding in the future will be a speedy, space-age vehicle with remarkable passenger convenience.

Scale models of three designs for "TRANSBUS"—the bus of the future—were in the Bay area for eight days at four locations. The traveling exhibit was sponsored by the American Transit Association, with assistance from the State Department of Transportation, AC Transit, BART and the San Francisco Municipal Railway.

The models were of prototype buses being developed by three manufacturers—General Motors, American Motors and Rohr Corporation—working under a $25 million Federal grant.

Each manufacturer will build three prototype buses. The nine coaches will be evaluated and the best design selected. The three companies then will construct 100 buses of the selected design for further testing, leading to a final "TRANSBUS" design.

All future buses purchased with Federal grants will be of the selected design.

THE COVER—A young man points out features of TRANSBUS while the three models were being displayed at a BART terminal in Oakland.

Rohr Corporation—working under a $25 million Federal grant.

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EVEN DOZEN—For the twelfth year in a row, AC Transit's Maintenance Department has won the Fleet Owner Magazine Maintenance Efficiency Award. Holding it proudly here are maintenance workers Bill Hathaway, left, and William O'Sullivan.

TRANSBUS workers are invited to take an excursion into the past at the open house of the California Railway Museum at Rio Vista Junction in Solano County on Sunday, Oct. 7.

Former Key System equipment—including bridge trains and steel cars—will be operating on a mile of track, reviving a lot of memories.

Everybody will have a chance to ride—and to remember. Equipment will include a Shay steam locomotive, a Visalia electric diesel, a little Sacramento Northern Birney car, a summer car from Blackpool, England, and even a San Francisco cable car.

Operations will be underway between 11 a.m. and 5 p.m.

Bus being shortened for Dial-a-Ride test

AC Transit is converting a regular sized bus into a prototype small bus to see if it is suitable for a Dial-a-Ride system in Richmond.

If the conversion is successful, another 12 buses will be similarly "tailored" to handle the personalized, door-to-door transit.

Directors approved cutting down the bus as a prototype after General Manager Alan L. Bingham told them investigation indicated there is no reliable small bus, available on the American market, with the high degree of reliability and passenger comfort felt necessary for successful operation of Dial-a-Ride.

In the initial experiment, AC Transit is taking a 35-foot-long bus seating 45 passengers and cutting crossways behind the front wheels. A five-foot section will be removed and the bus fitted back together.

The resulting 30-foot-long bus will have the same power plant, automatic heating and ventilation system, and the complete air ride now furnished in the larger buses, but unavailable in smaller coaches.

It will seat approximately 16 passengers and, mechanically, will be in excellent condition.

The bus being converted is one of a series of coaches purchased in 1961.

Other buses from the same series will be cut down if the prototype meets Board approval.

Small buses now being used in Dial-a-Ride projects in other parts of the country are showing a varying degree of reliability, with some out of service as much as 40 percent of the time.

AC Transit can cut down and refurbish the prototype for $11,000, compared to a purchase price ranging up to $40,000 for a foreign made model. Additional buses will cost about $9,000 each to remold.

Passenger shelter program gets underway; 20 shelters to be erected in eight cities

Bus passenger shelters will be installed at 20 locations in eight different East Bay cities as part of a program to improve passenger comfort.

The project was put into motion this month when the Board of Directors authorized going out to bid for 20 shelters, with an option to purchase 30 more.

Erection of 50 shelters was provided for in a $7,670,000 grant made by the Urban Mass Transportation Administration to cover capital improvements for AC Transit during a five year period.

The shelter portion of the program is estimated at $145,000.

General Manager Alan L. Bingham said the shelter program has been pushed by the District in an effort to have weather protection available for patrons this winter. However, delays in obtaining agreements from different cities on shelter locations has postponed the completion date to next Spring, he said.

Four shelters will be installed in Oakland; three each in Berkeley, El Cerrito, Richmond and San Leandro; two in Hayward and one each in Castro Valley and Emeryville.

Two shelters already have been put up in Alameda.

The shelters will be constructed of see-through plexiglas panels set in aluminum frames. All will be enclosed on three sides and some will have the added protection of a front center panel.

The shelters will have white fiberglass roofs and will be mounted on cement. All shelters will be seven feet high, but will vary in length from ten to 15 feet and will be either five or six feet deep. Wood benches inside will provide seating.
Allie Barker retires After 30 years

Allie W. "Pappy" Barker has no particular retirement plans other than "just sitting on my porch and watch my flowers grow."

If Barker does take it easy, it will be the first time in his 71 years that he has. "I've led a busy life," he admits.

Barker, a driver for 30 years, retired at the end of August.

He was a favorite with his passengers and many of them came to the front of the bus on his last day to chat with him and wish him well.

"I'll really miss him," one long-time rider said. "He's a fun person to be around."

Barker, who wears an 18-year "Safe Driver" patch on the shoulder of his uniform, trained many drivers over the years.

"I don't remember all of them, of course, Barker says, "but I do remember breaking in two guys who now are division superintendents, one who is an assistant superintendent and seven who are supervisors.

"I told all of them the same thing on their first day. I said: 'Mister, if you're going to drive this bus with me in it, you're going to learn how to really drive it. If you don't want to be a good driver, I'll drop you off at the yard right now and you can pick up your pay and quit."

"None of them ever took me up on my offer," Barker says.

Barker and Ethel, his wife of 53 years, are moving to Portsmouth, Ohio, to be near their only daughter, a granddaughter and Barker's brother.

"It's been a long time on the merry-go-round," Barker says of his driving career, "and now I think I'm ready to watch my granddaughter, and those flowers, grow."

Safe-driving goal topped By all three divisions

All three of AC Transit's operating divisions topped the monthly safe-driving goal during August—the third month in a row all three divisions bettered the 13,250 miles-per-accident mark.

Semiary Division was high with 19,361 miles, followed by Richmond Division with 18,606.

Emeryville Division had a respectable 16,054 miles.

30 AND OUT — Driver Allie W. "Pappy" Barker hands a transfer to passenger Mrs. Dolores DeAnda just before crossing the Bay Bridge for his last trip as a driver. Barker put in 30 years behind the wheel before retiring.

"I don't remember all of them, of course, Barker says, "but I do remember

BIG NUMBERS—General Manager Alan L. Bingham presents a check to driver Robert D. Markert for his suggestion that numbers be painted on bus tops as an aid in driver safety. Markert liked the numbers—$75.00—on the check as he became the latest winner in AC Transit's Valuable Ideas Program.

July figures show increase

All revenue and patronage figures moved sharply upward during July, compared to July, 1972.

Total passenger revenue for July was $1,222,758, up $89,843 or 7.9 percent above the $1,132,915 collected during July, 1972. East Bay revenue was $612,282, up $22,561 or 3.8 percent above the $589,721 dropped into fare boxes a year ago. Transbay revenue of $610,476 was up $67,282 or 12.4 percent above the $543,194 collected last year.

Commute book sales totaled $283,177, up $33,011 from sales of $250,166 during the same month a year ago—an increase of 13.2 percent.

AC Transit buses carried 3,938,295 passengers during July, up 250,456 or 6.8 percent above the 3,687,839 carried during the month of July, 1972. East Bay buses carried 2,752,923 riders, up 120,731 or 4.6 percent above the 2,632,192 who rode during July, 1972. On transbay lines, patronage for the month totaled 1,185,372, up 129,725 or 12.3 percent above the July, 1972, figure of 1,055,647.

Nationally, the transit industry indicated an increase in revenue passengers of 7.5 percent.

Operating costs during July were $2,394,470, up $416,435 or 21.1 percent above year-ago expenses of $1,978,035. The system operated 2,135,554 miles of service during July, an increase of 149,737 miles or 7.5 percent above the July, 1972, mileage of 1,985,817.

Total income of $2,541,719 left a deficit of $69,805 in meeting full bond debt requirements and operating costs.
At an adjourned regular meeting August 22, the Board of Directors:
- Referred bids for shop tools and equipment to management for tabulation and later review by the Board, on motion of Director McDonnell.
- Authorized participation in Urban Mass Transportation Management Seminar, on motion of Director Rinehart.

At an adjourned regular meeting August 28, the Board of Directors:
- Adopted a revised operating estimate of $31,903,033, on motion of Director Rinehart. (See story, Pg. 4)
- Adopted a consolidated tax rate of 31.1 cents per $100 assessed valuation for 1973-74 fiscal year, on motion of Director Rinehart. (See story, Pg. 4)

At a regular meeting September 12, the Board of Directors:
- Awarded contracts for shop tools and equipment to lowest responsible bidders, on motion of Director McDonnell.
- Authorized advertising for bids for paper transfers and identification checks, on motion of Vice President Fuji.
- Authorized participation in and attendance at meetings of ATA Mechanical Division Administrative Committee, on motion of Director Nakadegawa.
- Authorized participation in Demand-Responsive Transportation Systems Conference, on motion of Director Rinehart.
- Approved continuance of Sunday service on Line 82/92C in South Hayward on a permanent basis; minor extensions to lines 57C and 83A in North Oakland Airport area; minor reroutings of lines A-2, 80 and 83, and that temporary rerouting of Line 88 be continued on a permanent basis, on motion of Director Berk.
- Approved conversion of one bus for Dial-a-Ride services and initiation of paper work to convert 12 more, plus Federal financial assistance for conversion and operation costs, on motion of Director Berk. (See story, Pg. 5)
- Authorized advertising for bids for 20 bus shelters, with option to purchase 30 more, on motion of Director Berk. (See story, Pg. 5)
- Approved re-creation of position of Senior PBX/Information Clerk and establishment of new classification of PBX/Information Training Supervisor, on motion of Director Copeland.