

DOWN WITH BUS FARES ↓

For the third time in two years Belfast Corporation intend to put up the bus fares, this time by 50%. In addition they want to cut the service at peak hours and in the evening. These proposals must be resisted - even 1% rise is too much - even one bus off the road may mean another 15 minutes wait in the rain for you.

Many working class families pay £2 and £3 a week in fares alone and a 50% rise would hit them hard.

In the year ending March 1970 the buses lost £36,000 or 4/= per bus per day. As well as this the Corporation paid nearly £ $\frac{1}{4}$ m. in loan redemption and interest. In 1967/68 the buses made a profit of £127,000 and fares could have been cut substantially. However the payment of £94,000 interest, and the repayment of loan transformed this handsome profit into a loss of £35,000 and fares were increased. Thus it can be seen that Belfast's Buses are being run for the

profit of British Banks.

Transport should be a public service. Libraries, playgrounds and swimming pools are not expected to make a profit, they are paid for out of the rates. However the "Aberdeen" clause in the City's transport act prevents the buses being subsidised from the rates. In 1904 when the Belfast Corporation Tramways Act was passed, local business interests insisted on such a condition being included, and Westminster readily complied. The Aberdeen clause, called after a similar clause in the Aberdeen Tramways Act, was introduced for the sole purpose of protecting the profits of Belfast's privately owned trams. It is a clear example of legislation for private gain against public service.

The Peoples Democracy have launched a petition which you can sign, further copies may be obtained from the address below. You are invited to attend a public meeting at the City Hall at 3 p.m. on Saturday 12th September.

Remember Buses should be a public service - not a means of profit for British Banks !

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