

Transit Times

A LAMEDA · C ONTRA COSTA · T RANSIT DISTRICT

ACT

FOR THE GOOD OF YOUR COMMUNITY

Volume 2 Number 9

OAKLAND, JANUARY 1960

Diesel Buses to Meet New State Standards In War Against Smog

The transit district's fleet of 600 motor coaches will be able to meet State anti-smog standards without the use of exhaust control devices.

This is the conclusion of John R. Worthington, district general manager, following a lengthy study of smog producing aspects of diesel combustion.

Worthington, in a report this month to the board of directors, said that after-burners or other exhaust controls will not be needed to meet the newly adopted State standards if diesel bus engines are well maintained.

This is true, he said, because of the small amount of hydrocarbons emitted in diesel exhausts as compared to autos and gasoline-driven trucks. Hydrocarbons are major villains in making eye-irritating smog.

Carbon monoxide, the other health menace subject to the new State standards, is practically non-existent in diesel exhausts, Worthington added.

The air-quality standards referred to were those adopted last month by the State Board of Health. They pave the way for State legislation compelling anti-smog devices on motor vehicles.

The transit official pointed out that the blue smoke clouds sometimes ejected from diesel tail pipes are not the large

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State PUC Experts Place \$6,708,988 Price Tag on Key

State engineers have set a value of \$6,708,988 on Key System buses and other property sought by the transit district to commence operation.

The amount varied only slightly from the \$6,600,000 value independently calculated several months ago by the transit district and its consultants and used as the basis for part of the recent \$16,500,000 transit bond issue.

Public Utilities Commission engineers recommended the \$6,708,988 price tag at the first of several public hearings on the district's condemnation suit against the transit firm.

The commission, asked to determine the value of Key properties sought by the district, will set the final figure after further hearings next month.

Commission engineers calculated the value as of May 14, 1958, the day the district petitioned the PUC to fix a just compensation to be paid Key. The district wants 276 of Key's buses—less than half of the total Key fleet—plus maintenance and storage yards, garage equipment and other service facilities.

PUC engineers and appraisers valued Key's real estate and shops at \$3,155,423, and the remaining facilities including motor coaches at \$3,553,565.

Any severance damages to be paid Key

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UNIVERSITY OF CALIFORNIA

Key Drivers Ask Pension Protection

Representatives of Key System bus drivers have asked the transit district to give immediate attention to the protection of pension rights when the district replaces Key later this year.

The workers' position was presented to the transit board of directors this month by Vern Stambaugh, Carmen's Union president, and Attorney Stanley Neyhart.

Both the district and union agree that the rights of some 1,350 Key System employees must be fully protected when they go to work for the district. But there are some technical and legal questions as to how this is to be done.

The law governing the district says pen-

sion rights must be protected when Key's employees are given district jobs. But it also says that the outstanding pension obligations and liabilities of Key System must be taken into account in the price paid for Key's property and equipment.

So far, no value has been placed on the pensions. The union asked the district to comply with the legal provisions and ascertain the value of the outstanding obligations and liabilities through the PUC or some other means. This would assure that no Key employee will lose his accumulated pension credits or benefits.

The request was referred to the General Manager and Attorney for study.

Transit Operation Expert Fills New Post

H. D. White, operations executive of airport transportation in San Francisco, has been appointed transportation analyst for the transit district.

White, 38, whose experience includes city as well as interurban transit operations was named to the \$12,000-a-year post by district General Manager John R. Worthington.

As superintendent of operations for Barrett Transportation Company, White supervised all airlines motor coach service between San Francisco International Airport and major cities of the Bay area.

The new East Bay transit official will be responsible for all of the preparations required to put the district's planned new services into operation.

At the time of joining Barrett in 1957, White headed up northern California operations for Continental Trailways. He previously was associated with Gibson Lines, handling labor contracts, city transit operations and maintenance for that Sacramento Valley transportation company.

White entered the transportation industry in 1943 as a bus driver for Burlington Trailways, leaving that firm as assistant superintendent in 1952.

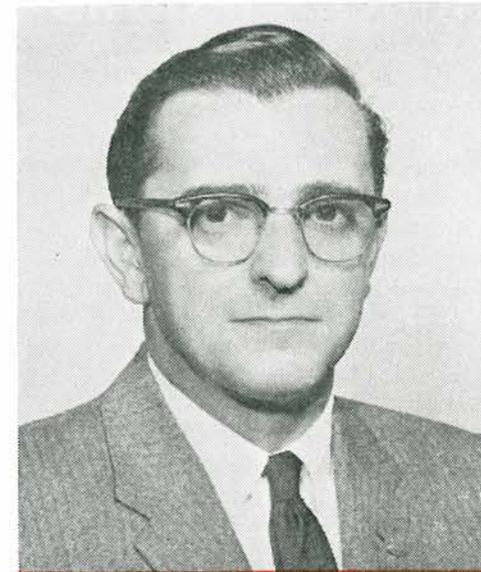


H. D. White

Barber, Bettencourt Re-elected to Head District; Early Operating Date Promised



Robert K. Barber
President



Wm. J. Bettencourt
Vice President

Robert K. Barber of Kensington started a third term as transit district president this month with a pledge the district will get into public transportation business as soon as possible.

Barber, a practicing attorney and official of a San Francisco savings and loan association, was re-elected to head the board of directors with William J. Bettencourt of San Leandro, a Friden company executive, vice president.

The two transit officers guided the district during its formative stages which led to successful passage of a \$16,500,000 transit bond issue last October.

Barber noted the district has set July 1 as the target date to replace Key System Transit Lines and begin operation of the publicly owned system.

"We have just recently hired a controller and transportation analyst to help

carry out our program just as rapidly as possible," Barber said.

"Within the next few weeks we hope to award contracts for the purchase of a fleet of 300 new, ultramodern motor coaches, to be delivered during this year and in 1961," he added.

Diesel Smog Standards

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contributors to smog, even though they temporarily reduce visibility.

Worthington noted that the 300 newly-designed buses to be purchased by the district will produce even fewer hydrocarbons than present diesel engines and practically eliminate smoke clouds.

"An entirely new engine has been developed which goes a long way to clean up the air and eliminate the offensive odor of diesel combustion," he said.

ACTIONS OF THE BOARD

At an adjourned regular meeting January 4, 1960, the Board of Directors:

- Re-elected Robert K. Barber, president, and William J. Bettencourt, vice president of the board for 1960.

* * *

At its regular meeting January 6, 1960, the Board of Directors:

- Excluded from the district four small land parcels in the City of Martinez, on motion of Director Copeland.

- Heard report from the General Manager that municipal "no-smoking" ordinances affecting bus passengers will be enforced as far as possible.

- Directed that the Citizens Transit Study Committee for Western Contra Costa County be informed that exact cost estimates for providing transit service to the area outside the district cannot be computed at this time, on motion of Director Copeland.

- Authorized the General Manager to present preliminary specifications for new Transit Liner motor coaches to equipment manufacturers, on motion of Vice President Bettencourt.

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Hearings on Key Condemnation Continued

(Continued from Page 1)

System to reflect going concern value and other intangibles must be set by the commission itself.

Because of additional large depreciation accruals and numerous other factors

pro and con, it is not anticipated that the final figures will be far removed from the current estimates of the commission.

A final decision by the PUC is not expected until April or May.

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