

Transit Times

ALAMEDA - CONTRA COSTA TRANSIT DISTRICT



FOR THE GOOD OF YOUR COMMUNITY

Volume 3 Number 3

OAKLAND, JULY 1960

Bids on Streamlined Coach Fleet Opened; Prices Meet Estimate

Bids to furnish the transit district with a fleet of new ultramodern motor coaches—ranging in price from \$23,500 to \$35,244 a unit—have been submitted by two manufacturing companies and currently are undergoing analysis by the district staff.

Submitting bids on the new streamlined "Transit Liners" to be purchased during the next two years were Flexible Corporation and General Motors.

Two types of local transit models and eight types of suburban or commute models were subject to bid. In addition, each type contained seven alternates for special equipment such as air-conditioning.

The lowest bid submitted of \$23,500 was for a basic version of the Flexible 45 passenger transit coach, stripped of all special equipment features. The highest bid, \$35,244, was for a deluxe express and transbay air-conditioned model built by General Motors.

District General Manager John R. Worthington reported it will be early in August before a full analysis of comparative values, desirability and availability can be completed. Extensive consideration also must be given to adherence to legal and technical requirements of the complex specifications, he added.

The transit official indicated this month
(Continued on Page 3)

ACT Labor Policy To Assure Steady Service in Future

Chances of a future labor dispute halting East Bay transit service were sharply reduced this month with a declaration by transit district directors of their policy to submit any unresolved labor-management argument to arbitration.

The policy statement was prompted by recent threats of a transit shutdown during contract negotiations between Key System Transit Lines and the labor organization representing East Bay transit workers, Division 192 of the Carmen's Union.

District board president Robert K. Barber said the policy of the district is intended to insure that East Bay transit service will not be interrupted by a strike or other dispute between the district and its future operating personnel.

The district plans to purchase Key System and commence operation of a publicly-owned system next October.

The state law governing the district provides special machinery for arbitration of any dispute if both the employees and district agree. But the legal arbitration provisions are voluntary, not mandatory.

District directors agreed that if any dispute arises and it cannot be settled by collective bargaining, they will submit the matter to arbitration providing em-

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What the Editors Are Saying About Transit

Oakland Tribune:

Key System Strike Settlement Commended

SETTLEMENT of the Key System wage dispute was good news to the people of the Bay Area who were fearful that a strike might again disrupt the business, industrial, and general activities of the East Bay.

Labor and management alike demonstrated a recognition of their civic responsibility as they composed their differences without endangering the public welfare.

Much credit is due to Joseph Chambers, state conciliator, who provided the liaison service that kept negotiations proceeding when they appeared to be deadlocked.

Also contributing to progress toward agreement were Assemblyman Walter I.

Dahl and John Worthington, general manager of the Alameda-Contra Costa Transit District. Although they were not officially involved, both offered wise counsel at critical moments.

Primarily, of course, credit must go to the negotiators representing the Carmen's Union and Key System. An unwise move by either group could have plunged the East Bay into economic disaster. Instead, through the give and take of bargaining, they worked out a solution that both sides could accept, thereby protecting the public interest.

The *Tribune* believes it can express, on behalf of the people of the area, commendation and appreciation to all who participated.

District, Union in Arbitration Accord

(Continued from Page 1)

employees agree not to engage in any slowdown or refusal to work.

International union bylaws require that the local division of the Carmen's Union

More Information

A note or phone call to the transit district will place your name on the mailing list for *Transit Times* if you are not already regularly receiving a copy of the monthly newsletter.

The District also has programs available for group meetings.

must first offer to arbitrate contract disagreements before strike sanction can be granted. Offers to arbitrate were made by the union prior to the 76-day strike in 1953 and a short-lived six-day shutdown in 1958, but were turned down by Key System.

While the decision to arbitrate is not legally binding upon future district boards of directors, it does set a district policy, as requested recently by representatives of the Carmen's Union; and is expected to be an important influence upon the course of future negotiations with operating personnel.

\$609,000 'Activation' Budget Provides Cash Working Funds to Start Operations

An "activation" budget of \$609,000, to be financed without an increase in taxes, was approved this month by transit district directors.

Approximately 58 per cent of the budget, or \$355,400, represents working capital and other funds the district will need when it begins transit operations later in the year.

Directors agreed with General Manager John R. Worthington to hold back any salary increases in an effort to keep expenses at a minimum level prior to beginning operations.



JOHN McDONNELL

The total budget is about \$150,000 higher than for the year just ended. But a carry-over in unspent funds together with refunds and reimbursements from bond sales due the district will mean only \$388,000 must be raised by a tax rate of 2.9 cents—the same rate as last year.

John McDonnell, chairman of the di-

rectors' finance committee, reported the higher budget was required to meet the "overnight change from a planning and programming agency to a multi-million dollar operating entity."

Before the district begins receiving revenues from the fare box, it will need about \$355,400 in working cash to cover pre-paid licenses, taxes, insurance and cash advances, for which funds from bond sales cannot be used, McDonnell explained.

As soon as the district replaces Key System Transit Lines and begins operation, the budget will have to be entirely revised to take in actual operating revenues and costs, estimated to be about \$10,500,000 a year, he added.

"Even though the budget has been held down to the minimum," McDonnell assured, "the budget does provide sufficient funds for a smooth transition from the current formative stage of the district to the job of actually providing transit service in the area."

Bus Bids Analyzed for Contract Award

(Continued from Page 1)

in a preliminary report to the board of directors, however, that some 50 discrepancies from district specifications had been uncovered to date in the Flexible bids while General Motors, it appeared, had adhered closely to the district requirements.

Specifications of the new coaches contain latest design features, including large "picture windows," new air-cushion suspension, wide seats, modern colors, low entrance step, new push-type doors, low

engine noise level, and bright, fluorescent lights.

The new "Transit Liners" will provide basic service on most of the 73 lines to be operated by the district. Acquisition of used buses from Key System Transit Lines will augment peak hour service during the first years of operation.

The used equipment, in turn, will be replaced by new coaches, containing other improvements as developed, beginning with the third year of operation by the district.

ACTIONS OF THE BOARD

At an adjourned regular meeting June 15, 1960, the Board of Directors:

- Opened contract bids to furnish up to 300 new diesel motor coaches, and referred the bids to the General Manager for study, on direction of President Barber. (Details, Page 1.)

- Appropriated \$2,500 to engage a firm of consultants to assist in selection of interior motor coach designs, fabrics, materials, and colors; and exterior coach decorative design, on motion of Vice President Bettencourt.

* * *

At the regular meeting July 6, 1960, the Board of Directors:

- Heard a report from the Attorney that a hearing on litigation pending against the recent transit bond issue was conducted June 29 by the State District Court of Appeal and that a decision may be rendered prior to the end of July.

- Adopted the 1960-61 budget, on motion of Director McDonnell. (Details, Page 3.)

- Authorized the General Manager to formally request bids for printing bonds, on motion of Vice President Bettencourt.

- Canvassed voting returns on recent annexation election of certain unincorporated area of Western Contra Costa County to the District, and declared the area, together with the Cities of Richmond and San Pablo, officially a part of the District.

- Scheduled a public hearing August

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GEORGE M. TAYLOR Secretary



3, 8 p.m., Alameda County Court House on the proposed annexation of Richmond, San Pablo and adjacent unincorporated area to Special Service District No. 1.

- Adopted for dis-
agreements of
Director Dead

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