

Transit Times

ALAMEDA- CONTRA COSTA TRANSIT DISTRICT

FOR THE GOOD OF YOUR COMMUNITY

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Board of Directors Approves Official District Emblem; Replaces Key Symbol

A new transit emblem to replace the long-standing insignia of Key System Transit Lines was adopted this month by the transit board of directors.

The emblem will first appear on East Bay buses October 1 when the district is scheduled to take over the private company and commence operation of a publicly-owned system.

The new insignia, consisting of a wing partly encircled by an oval disc, was designed to imply a sense of motion and speed. In the center of the disc, the initials of "A C Transit" represent the first

letters in the names of the two East Bay counties in which the district will operate.

Vice President William J. Bettencourt, chairman of the Public Information Committee which recommended adoption of the emblem, said his group attempted to present a design that would suggest a "snappy, new-look in transit."

The public may prefer to call the district "A C Transit," he added, instead of its lengthy official name.

Selection of colors for district equipment is still under study, Bettencourt reported.

Western Contra Costa Annexes to Service Zone; Full Government Cooperation Cited

Annexation of a large portion of Western Contra Costa County into the operations zone of the district was approved this month by transit directors.

The area, containing more than 100,000 residents, includes the cities of Richmond, San Pablo and adjacent unincorporated territory of El Sobrante, East Richmond Heights, Rollingwood, North Richmond and Parchester Village.

Voters approved annexation to the overall district last June. However, special action was required to bring the area into the district's operation zone.

John J. Garvey, Jr., assistant Richmond city manager, cited the annexation of Western Contra Costa County in the district as the "finest demonstration of inter-government teamwork I have ever seen."

Garvey, in an appearance before the transit board, praised the full cooperative effort of Richmond, San Pablo, the Contra Costa County Board of Supervis-

ors, and officials of the transit district.

In the face of possible loss of transit service in the Richmond-San Pablo area, Garvey said, citizen leaders and civic officials moved "swiftly, unanimously and in a positive direction to protect and improve our public transportation."

"We know you are embarking on a program we all want, need, and one which will bring our area great benefit," he told the transit directors.

John R. Worthington, district general manager, said that the annexation could not have been accomplished had not the mayors, city councilmen and supervisors of the area given the measure their "one-hundred per cent support."

He also cited Ivan Goyak, chairman of the Citizens' Transit Information Committee, and Richmond City Manager Edwin Howell.

"Their cooperation was most outstanding," Worthington said.

Court Upholds Validity of Transit Bonds

Legality of the district's \$16,500,000 bond issue as previously affirmed by a lower court has been firmly upheld by the State District Court of Appeal.

The court sustained the opinion of Alameda County Superior Judge Thomas J. Ledwich who last March dismissed a taxpayers' suit challenging the bonds.

The taxpayers, Stanley Behneman, an Oakland civil engineer, and Herbert B. Kincaid, a Berkeley jeweler, had contended that the district lacked authority to call the election and to issue the bonds.

The taxpayers had also charged the district with distributing misleading information on the issue before the election.

In affirming the lower court decision, the District Court said that the district's

board has "broad powers including that of calling bond elections."

The court added that the propaganda charge was unfounded.

The pending suit has delayed sale of the bonds and the commencement of transit operations by the district.

Until the bonds are sold, the district cannot complete an agreement to buy Key System Transit Lines or purchase new motor coaches.

Should a petition for a hearing by the State Supreme Court be filed, however, district legal advisors are optimistic that a final, favorable decision will be rendered in sufficient time to complete the sale of bonds and commencement of operations by the district on October 1.

Hensel Named to New Operations Post

Kenneth F. Hensel, former American Bus Lines executive and a leader in the transportation industry, has been appointed operations manager of the Alameda-Contra Costa Transit District.

Hensel, 53, was named to the post by transit General Manager John R. Worthington, at a salary of \$12,000 a year.

Worthington, in announcing the appointment, said Hensel will have responsibility over the operational problems in connection with the take-over of Key System and commencement of district transit service.

He also will participate in forthcoming labor negotiations with representatives of the Carmen's Union.

The new district official served as a vice president of American Bus Lines for the past 10 years in various management capacities concerned with both operations and labor relations.

His experience in labor matters extends



Kenneth F. Hensel

back for 15 years, during which time he has earned the high respect and regard of both labor and management, Worthington reported.

Prior to his appointment, Hensel also served as president of Gibson Lines while that Sacramento Valley transportation company was still a subsidiary of American Bus Lines. Formerly, he was president of Denver-Salt Lake-Pacific Stages, another American Bus Lines subsidiary.

Hensel entered the transportation industry in 1929 as a bus driver for Burlington Transportation Company. Early advancements included those of safety superintendent, and superintendent of operations for several geographical divisions of the company.

Hensel, who resides at 1303 Acton St., Berkeley, is a former president of the California Bus Association which represents 140 companies throughout the State.

District, Union Agree To Series of Meetings On New Labor Contract

Commencement of a series of discussions looking toward a labor contract was agreed upon this month by representatives of the district and Carmen's Union.

The discussions beginning August 22 were scheduled for the purpose of reaching agreement as to the preliminary basis of an understanding as to conditions to become effective in so far as practicable when the district assumes operation of Key System lines on October 1.

Such items as may not be resolved during the discussions may continue under negotiation for an additional 30 days after the district begins operation, according to John R. Worthington, district general manager.

At the termination of the 30-day period, such items as still remain to be settled will be considered for submission to arbitration, he added.

ACTIONS OF THE BOARD

At the regular meeting August 3, 1960, the Board of Directors:

- Conducted public hearing and then approved annexation of Richmond, San Pablo and adjacent unincorporated area to Special Transit Service District No. 1. (Details, Page 2.)

- Received a report from the General Manager that he will be prepared to recommend contract awards for the purchase of new motor coaches at the regular September 7 meeting of the Board.

- Realigned ward boundaries on the basis of new population figures as required in advance of the November election for district directors, on motion of Director Deadrich.

- Adopted new district emblem, on motion of Vice President Bettencourt. (Photo, Page 1.)

- Created staff position of operations manager, on motion of Director Copeland. (Details, Page 3.)

- Adjourned meeting to August 17 at 4:30 p.m. in district offices to consider preparations for sale of \$16,500,000 bond issue.

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Transit Workers to Come Under Loyalty Oath

Present Key System employees who go to work for the district will subscribe to a loyalty oath, as have the employees of Los Angeles Metropolitan Transit Authority and all other state governmental units.

Robert E. Nisbet, attorney for the district, reported this month that according

to the State Constitution, the oath must be taken by all employees of the State as well as its "instrumentalities." This, he said, includes the transit district.

Existing district personnel subscribed to a loyalty oath at the time of their employment.

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