

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

Minutes of Regular Meeting of  
the Board of Directors of the District

April 2, 1968

Upon notice duly given, the Directors of the Southern California Rapid Transit District met at a regular meeting in the District Board Room, 1060 South Broadway, Los Angeles, California, at 10:00 a.m. on April 2, 1968, at which time President Don C. McMillan called the meeting to order.

Directors Kermit M. Bill, Charles E. Compton, Gordon R. Hahn, H. Lee Hale, David K. Hayward, Herbert H. Krauch, Michael E. Macke, Don C. McMillan, and Douglas A. Newcomb were present. Directors A. J. Eyraud, Jr. and Norman Topping were absent.

Also present were General Manager Dale W. Barratt; Manager of Operations R. W. Gareau; Chief Engineer Richard Gallagher; Director of Public Information R. O. Christiansen; Secretary Virginia L. Rees; and the public.

Approval of Minutes

The Minutes of the Regular Meeting held March 19, 1968 and of Adjourned Regular Meeting held March 26, 1968 were approved.

Certificate of Merit

Director Hale presented the District's Certificate of Merit to G. G. Long, Operator-of-the-Month for April, 1968, in

recognition of the outstanding courtesy displayed by Mr. Long toward his passengers and the public.

#### Temporary Route Diversions

After discussion, upon motion duly made, seconded and unanimously carried, it was

RESOLVED, that the temporary route diversions affecting Lines 4, 36, 38, 56, 60G, 72, 87, 111, 112, 117, 118 and 124, as described in report dated March 26, 1968 filed with the Secretary, be and the same are hereby ratified and approved.

#### Changes of Bus Stop Zones

After discussion, upon motion duly made, seconded and unanimously carried, it was

RESOLVED, that the report dated March 25, 1968 relating to bus stop changes, filed with the Secretary, be and the same is hereby ratified and approved.

#### Approval of Authorization For Expenditure No. 370

After discussion, upon motion duly made, seconded and unanimously carried, it was

RESOLVED, that Authorization For Expenditure No. 370, covering miscellaneous requisitions of \$100 and over, but less than \$1,000, as discussed at this meeting and attached to these Minutes as Exhibit 1, be and the same is hereby approved.

#### Amendment of Property Description in R/W Condemnation Resolution adopted January 16, 1968

After discussion, upon motion duly made, seconded and unanimously carried, the following resolution was adopted:

WHEREAS, the Board of Directors of the Southern California Rapid Transit District on October 20,

1967 adopted a resolution recommending that the San Gabriel Valley Rapid Transit route utilize the Pacific Electric Railway Company Baldwin Park line interurban passenger and freight right of way owned by the Southern Pacific Company, which was amended by a resolution adopted January 16, 1968; and

WHEREAS, it is desirable to further amend the description of the part of the right of way required for the use of the rapid transit line;

NOW, THEREFORE, BE IT RESOLVED, that the description of the part of the right of way to be taken for the use of the rapid transit line, as set forth in the last paragraph of the Resolutions of October 20, 1967 and January 16, 1968, is amended by substitution to read as follows:

All of the right, title and interest of Southern Pacific Company in the following property of the Baldwin Park line of Southern Pacific Company, hereafter described, except for a subsurface rapid transit tunnel easement of the property described in Parcel D, all being located between the vicinity of Mission Road in the City of Los Angeles and the junction of the Baldwin Park line and the Main Line of the Southern Pacific Company in the City of El Monte, County of Los Angeles as identified by parcels and approximately as shown on Exhibit "F," consisting of three separate maps identified as RTD-1, Southern Pacific Company Right of Way and Track Map V-124-14/L1 Received by P. J. Iovin, January 30, 1968, RTD-2, Southern Pacific Company Right of Way and Track Map V-124-14/L2 Received by P. J. Iovin, January 30, 1968, and RTD-3, Mosaic of John A. Lambie, County Engineer Map, attached hereto and made a part hereof:

"Parcel A, commencing at a point on the westerly right of way line of Lord Street, said point being approximately 12' northerly (more or less) from the intersection of the southerly lot line of Parcel #68 with the westerly right of way line of Lord Street, said point being a point of beginning; thence, proceeding westerly along the existing northerly right of way line of lands of said railroad to a point on said right of way line approximately 22' (more or less) from the southerly intersection of the southerly right of way of Yosemite Street and said northerly railroad right

"of way line; thence, at right angles from said point on said right of way line a distance of approximately 10' (more or less); thence, at right angles to last described course in an easterly direction on a tangent line approximately 300' (more or less); thence, curving along a line and intersecting with the northerly line of Parcel #22, said point of intersection being approximately 450' (more or less) west of the intersection of the northerly line of Parcel #22 and the westerly line of Echandia Street; thence, proceeding easterly along said northerly line of Parcel #22 on a tangent to the intersection of the northerly line of Parcel #22 and the westerly line of Echandia Street; thence, proceeding along a line curving to the right to a point of intersection of said line in the westerly right of way line of Lord Street, said point being approximately 7' (more or less) from the intersection of the southerly line of Parcel #8 and the westerly line of Lord Street; thence, proceeding northerly along the westerly line of Lord Street to the point of the beginning."

"Parcel B, commencing at a point on the easterly right of way line of Lord Street, said point being approximately 15' (more or less) south of the intersection of the northerly line of Parcel #11, said point being the point of beginning; thence, proceeding northeasterly approximately 35' (more or less) to a point on the northerly line of Parcel #11; thence, proceeding northerly to a point on the northerly right of way line, said line being also the northerly line of Parcel #79 and approximately 20' (more or less) easterly of the intersection of the northerly line of Parcel #79 and the easterly right of way line of Lord Street; thence, proceeding easterly along the northerly right of way line to a point of intersection with the westerly right of way line of State Street; thence, southerly along the westerly right of way line of State Street to a point approximately 20' (more or less) south of the intersection of the southerly line of Parcel #61 with the westerly right of way line of State Street; thence, proceeding westerly parallel to and approximately 20' (more or less) south of the southerly line of Parcel #61 and Parcel #5 to a point of curve approximately 200' (more or less) from the

"westerly right of way line of State Street; thence, proceeding along a curve to the left and intersecting the easterly right of way line of Lord Street at a point approximately 20' (more or less) from the point of intersection of the southerly line of Parcel #15 with the easterly line of Lord Street; thence, proceeding northerly along the westerly line of Lord Street to the point of beginning."

"Parcel C, commencing at a point on the northerly right of way line of the Baldwin Park line, said point being the intersection of the northerly right of way line with the easterly line of Parcel #27, said point being the point of beginning; thence, proceeding westerly along a curve to the right, said curve intersecting with a line approximately 80' (more or less) southerly of and parallel to the northerly line of Parcel #47 and also being approximately 850' (more or less) in distance easterly of the right of way line of State Street; thence westerly along said described line to the point of intersection with easterly line of State Street, said point being approximately 80' (more or less) south of the northerly line of Parcel #21; thence, northerly along the east right of way line of State Street to the intersection of said right of way line with the northerly line of Parcel #96; thence, proceeding easterly along the northerly lines of Parcels #96, #73 and #116 to a line intersecting with the center line of Kingston Street; thence, southerly along said center line of Kingston Street to a point of intersection with the southerly line of Parcel #74 extended with the center line of Kingston Street; thence, easterly along the northerly line of Parcel #84 and Parcel #75 extended to intersect with the easterly right of way line of Britannia Street, said point being approximately 15' (more or less) south of the point of intersection of the northerly line of Parcel #36 and the easterly line of Britannia Street; thence, northerly along the easterly side of Britannia Street to the point of intersection of the northerly line of Parcel #36 and said right of way line of Britannia Street; thence, easterly along the northerly line of Parcel #36, Parcel #114 and Parcel #93 to the point of intersection of the northerly line of Parcel #93 with the easterly line of said Parcel; thence, southerly along the easterly line of Parcel #93 extended to the

"point of intersection of the southerly line of Parcel #70; thence, easterly along the southerly line of Parcel #70 to the intersection of the westerly right of way line of Chicago Street; thence, proceeding easterly along a curve to the left, said curve being the northerly right of way line of the Baldwin Park line to the point of beginning."

"Parcel D, commencing at a point on the northerly right of way line of the Baldwin Park line of the Southern Pacific Company, said point being an intersection of the easterly line of Parcel #33 and the said right of way line, said point being the point of beginning; thence, proceeding along the easterly right of way line of the Pasadena Short Line of the Southern Pacific Company, said line being a curve to the left to a point approximately 25' north of the intersection of said right of way line and the southerly line of Parcel #53 extended to the east; thence, proceeding easterly to a point, said point being the intersection of the easterly right of way line of the Pasadena Short Line of the Southern Pacific Company and the northerly right of way line of the Baldwin Park line of the Southern Pacific Company; thence, proceeding southerly to a point on the northerly line of Parcel #34 approximately 50' (more or less) from the westerly right of way line of Cumberland Street; thence, proceeding southwesterly to the point of beginning."

"Parcel E, commencing at a point on the southerly right of way line of Marengo Street, said point being approximately 20' (more or less) west of the intersection of said right of way line with the easterly line of Parcel #65 fronting on Marengo Street, said point being the point of beginning; thence, in a southwesterly direction along the southerly right of way line of the Baldwin Park line to a point on the southerly line of Parcel #111, said point being approximately 15' (more or less) easterly from the westerly right of way line of Cumberland Street; thence, westerly along the southerly line of Parcel #111 to the westerly right of way line of Cumberland Street; thence, southerly along the westerly line of Cumberland Street, a distance of approximately 20' (more or less) to a point; thence, southwesterly along the southerly right of way line of the Baldwin Park line to a point on the northerly line of Par-

"southerly right of way line of the Southern Pacific Company Main Line right of way near Cypress Avenue in the City of El Monte; thence, from said point of intersection easterly along said southerly line of the Main Line right of way to the point of intersection of the southerly line of said Main Line right of way with the southerly right of way line of the Baldwin Park line; thence, westerly from said point of intersection along the southerly right of way of the Baldwin Park line to the easterly right of way line of Soto Street in the City of Los Angeles, being a point above described as the point of beginning."

Including all bridges, culverts, overpasses, spur tracks, sidings, team tracks and other appurtenances to the Baldwin Park right of way of Southern Pacific Company, but not including the tracks, ties, signals or other personal property of the railroad corporation.

Including all right, title and interest of Southern Pacific Company underground, upon or above the ground in streets, highways, or other public property, constituting a part of the Baldwin Park right of way not otherwise included in the descriptions.

Excepting and reserving to the Southern Pacific Company all oil, gas, and mineral substances located more than 500 feet below the surface of the property together with the right to extract such substances provided that no opening of any well, hole, shaft, or other means of reaching or removing such substances shall be located on the surface of the property, and shall not penetrate any part or portion of said property within 500 feet of the surface thereof.

Report on Policy Relative to Purchase of Miscellaneous  
Bus Replacement Parts

At the request of the President, Manager of Operations Gareau reported in detail on the District's policy relative to the purchase of miscellaneous replacement parts on buses in response to the Board's direction at the February 20, 1968 Regular Meeting. And Mr. Gareau read to the meeting Report dated March 28, 1968 addressed to Dale W. Barratt, entitled "Report on Policy Relative to the Purchase of Miscellaneous Replacement Parts on Buses as Requested by the Board at Meeting of February 20, 1968," a copy of which Report is attached to these Minutes as Exhibit 2.

After discussion, Director Hayward moved that

Report dated March 28, 1968 addressed to Dale W. Barratt by Raymond W. Gareau, entitled "Report on Policy Relative to the Purchase of Miscellaneous Replacement Parts on Buses as Requested by the Board at Meeting of February 20, 1968," be received and filed, with the compliments of the Board to the Management for initiating the changes set forth in the Report, as well as for many other changes that have made the District a more sophisticated operation, and, further, that a copy of the Report be forwarded to Mr. Ben Berg, President of Harval Truck Company, who raised the question of the District's policy in the matter.

The motion was thereupon seconded and unanimously adopted.

Appointment of Standing Committees

The following Standing Committee appointments were announced by President McMillan:



Coordinating Committee

Chairman: Don C. McMillan  
Members: Charles E. Compton  
Gordon R. Hahn  
Herbert H. Krauch  
Norman Topping

Operations & Budget Committee

Chairman: Charles E. Compton  
Vice-Chairman: David K. Hayward  
Members: Herbert H. Krauch  
Michael E. Macke  
Don C. McMillan

Legislative & Public Information Committee

Chairman: Herbert H. Krauch  
Vice-Chairman: A. J. Eyraud, Jr.  
Members: Gordon R. Hahn  
H. Lee Hale  
Douglas A. Newcomb

Rapid Transit Planning & Finance Committee

Chairman: Norman Topping  
Vice-Chairman: Kermit M. Bill  
Members: A. J. Eyraud, Jr.  
H. Lee Hale  
David K. Hayward

Personnel & Administrative Procedures Committee

Chairman: Gordon R. Hahn  
Vice-Chairman: David K. Hayward  
Members: Kermit M. Bill  
Michael E. Macke  
Douglas A. Newcomb

Ratification of Letter Agreement - R E A Express

Upon approval of the nine Directors present, the matter of ratification of letter agreement with R E A Express was added to the agenda.

After discussion, upon motion duly made, seconded and unanimously carried, it was

RESOLVED, that the action of the Real Property Manager in executing on behalf of the District letter agreement dated March 28, 1968 between the

District as Lessor, and R E A Express, as Lessee, for the in and out storage of motor vehicles, consisting of trucks and/or tractors and trailers, on the District's property at 742 North Mission Road, Los Angeles, commencing April 1, 1968, for a consideration of \$450.00 per month for the storage of not more than twenty-five vehicles at any one time plus \$18.00 per month per vehicle for any in excess of twenty-five stored on the premises during any calendar month or portion thereof; said letter agreement having been approved by the General Counsel as to form.

Approval of Dedication of Frontage for Highway Purposes (15th & San Pedro Streets) - City of Los Angeles

Upon approval of the nine Directors present, consideration of dedication of the frontage of certain property for highway purposes to the City of Los Angeles as a condition of receiving a building permit to construct a radio and dispatching building was added to the agenda.

After discussion, upon motion duly made, seconded and unanimously carried, the following resolution was adopted:

WHEREAS, the City of Los Angeles has requested the District to dedicate for highway purposes frontage and corner property of the District, pursuant to Section 12.37 of the Municipal Code, as a condition to the issuance of a building permit for the construction of a radio dispatch building at its Division No. 2 located at 15th and San Pedro Streets to replace the present facility now being taken by the City of Los Angeles for its Convention Center site; and

WHEREAS, the application of Section 12.37 of the Los Angeles Municipal Code to this project is under study by the General Counsel of the District and the City Attorney of the City of Los Angeles at this time;

NOW, THEREFORE, BE IT RESOLVED, that the District authorizes the General Manager to apply for a building permit from the City of Los Angeles at

this time in order that the construction of the radio dispatch building may be commenced without further delay and in order to prevent a further delay in turning over the Convention Center site property to the City of Los Angeles as previously authorized by this Board, but that such application for a building permit shall, in regard to the dedication of frontage and corner property of the District as requested by letter dated March 8, 1968 of the City Engineer of the City of Los Angeles under the terms and conditions therein specified, including Section 12.37 of the Municipal Code, be made subject to the proviso that a dedication will be made only if the District is advised by the General Counsel that such highway dedication is required by law because the District in the case of the construction of the radio dispatch building is not made exempt from such highway dedication requirement by Section 12.34 of the Municipal Code, the Government Code, the District Act, and other applicable laws, and subject to such further legal rights or procedures as the District may hereafter deem applicable to the resolving of this matter in the best interests of the District; a copy of said letter dated March 8, 1968 from the City Attorney of the City of Los Angeles is attached to these Minutes as Exhibit 3.

Approval of Rejection of Bids for Radio-Dispatch Building  
at Division No. 2

Upon approval of the nine Directors present, the matter of rejection of bids received for the construction of the Radio-Dispatch Building at Division No. 2 was added to the agenda.

Manager of Operations Gareau reported that bids on the construction of a new Radio-Dispatch Building at Division No. 2 went out on March 7, 1968 and the bids received were opened on March 28, 1968. The low bidder was the J. A. McNiel Company in the amount of \$87,500, and the next lower bidder was Sarff & Sons, Inc. in the amount of \$88,585. There were


July 1, 1968, as required by Section 53891 of the Government Code, whereby the District will have the alternative to follow a new uniform system of accounting for rapid transit districts or seek permission to continue the use of the present I.C.C. (P.U.C.) type accounting system, with a report to be made back to the Board.

Next Regular Meeting

After discussion, upon motion duly made, seconded and unanimously carried, it was

RESOLVED, that the next Regular Meeting of the District be held at the District's Board Room in the Transit District Building, 1060 South Broadway, Los Angeles, California, on Tuesday, April 16, 1968, at 10:00 a.m.

There being no further business, the meeting adjourned.

  
Secretary

# SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

## AUTHORIZATION FOR EXPENDITURE

No. 370

Budgeted Item No. See Below

March 19, 19

### Project Description

Miscellaneous Requisitions

\$100 - \$1,000

Proposed by: Various  
(Department Head)

Department: Various  
(Number)

### Project Cost Estimate and Analysis

Item	Req. No.	Description	Budget No.	Purchase or Contract	Labor and Materials	Total	Fc Acc De
A	7000-27	1-#E22 Underwood- <sup>Adding Mach.</sup> Olivetti		220.50		220.50	
B							
C							
D							
E							
F							
G							
H							
I							
J							
K							
Estimated Total Cost -						220.50	

Pursuant to Section 510 of the Trust Indenture The purposes of the expenditure proposed herein are as stated

J. P. Black  
(Authorized Officer)

Approved By: [Signature]  
(General Manager)

I certify that the expenditure proposed herein represents actual additions to, replacements of or betterments to physical property, and that the value thereof will be at least equal to the cost thereof.

Richard Galligan

Authorized by the District:

APR - 2 1968

Diana R. Reed

DEPARTMENTAL

**SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT**

1060 SOUTH BROADWAY  
LOS ANGELES

DO NOT INCLUDE MORE THAN ONE  
SUBJECT IN THIS COMMUNICATION

DATE: March 28, 1968

TO: Dale W. Barratt

FROM: Raymond W. Gareau

SUBJECT: Report on Policy Relative to the Purchase of Miscellaneous Replacement Parts on Buses as Requested by the Board at their Meeting of February 20, 1968.

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At the regular meeting of the Board on February 20, 1968, a question was raised by Mr. Ben Berg, President of the Harval Truck Company as to the District's policy relating to the purchase of small parts for replacement on buses from local suppliers or from out-of-state suppliers. We were directed to submit to the Board a comparison of local bids and out-of-state bids on small replacement parts such as fan belts, universal joints, bearings, hose clamps, brake diaphragms, and similar items used on buses.

As a matter of policy, the Purchasing Department makes a constant practice of securing informal competitive bid prices on miscellaneous items as heretofore mentioned. In all cases, purchases are made from local suppliers unless there exists a price disadvantage by so doing. Most major suppliers have local dealers servicing the Southern California area where these materials can be obtained. Normally, the price differential amongst dealers furnishing the same line is minute and this further tends to place orders for these materials with local suppliers.

Major parts, primarily engine replacement parts, such as pistons, rings, connecting rods, bearings, camshafts, crankshafts, etc., are purchased through the engine manufacturer since they materially affect the matter of warranty.

In connection with the miscellaneous small parts and accessories, the District has been reviewing prices to ascertain that purchases were being made at the lowest price to the District, and in January, 1968, the District found through previous experience that substantial savings could be made on certain items by purchasing directly through warehouse distribution, rather than authorized dealers. The Purchasing Agent was furnished with complete price listings and the applicable discount from warehouse distributorship and reviewed each item which he was purchasing to compare and

Mr. Barratt

-2-

March 28, 1968

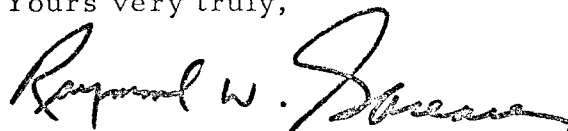
ascertain if savings could be made. It was apparent that the District was not availing itself of the most attractive discounts and, consequently, because of the great number of items involved and repetitive orders available, savings were not being enjoyed.

In the cases where it was applicable, the out-of-state supplier furnishing this type material was given the business and in each case, on every order as well as on every item, savings were made available to the District, as outlined in copies of the attached purchase orders, Nos. 22347; 22804; 22829; 22943; 23524; 23525; 23526; 23527; 23767; 23836; 24080; 24079; 24081; 24147; 24149; and a sheet dated March 25, 1968. As can be seen, between the date of January 4, 1968, through March 11, 1968, the change in vendor resulted in a savings to the District of \$3,009.53, in slightly over two months. Annualizing this experience results in a savings of \$18,000. It was felt that the District's staff would be derelict in failing to avail themselves of this saving on the type parts previously mentioned.

In general, the policy, unless directed differently by mandate of the Board, is and will be that on matters being equal in price and quality, local distributorships and vendors are given preference of the District's business. Wherever a saving can be realized by purchasing from out-of-state sources, it will be done.

Since this matter was discussed at the Board meeting of February 20, 1968, we have made numerous inquiries and find our present policy consistent with that of other public transportation agencies throughout the country, and in fact, the supplier in question is presently servicing accounts on major publicly and privately owned transportation properties in 34 states.

Yours very truly,



RAYMOND W. GAREAU  
Manager of Operations

RWG/lr

**CHARGE INVOICE TO**

**SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT**

REQN. No.-

J. L. SMITH  
DIRECTOR OF PURCHASES  
TEL. RI 9-6977

361 EAST 55TH STREET  
LOS ANGELES, CALIF. 90011

No. 22804

A.F.E. No.-

NOTE: DIRECT ALL CORRESPONDENCE TO P.O. BOX 2296  
TERM. ANNEX—L.A., CALIF. 90054

SHOW ABOVE NUMBER ON ALL  
VOICES, B/L, PACKAGES, SHIPPI  
MEMO AND CORRESPONDENCE

WORK ORDER-

ACCOUNT No. 3115

FILE ALPHABETICALLY

DATE 1/12/68

SUB. ACCT.-

IN

TERMS 2/10

DIR. CHG. APPROVAL, DATE.

VENDOR'S FILE

F.O.B. YOUR STORE

BOARD	-	_____
COMMITTEE	-	_____
GEN. MGR.	-	_____
CONTROLLER	-	_____
MGR. OF OPR.	-	_____
DIR.P. & S.	-	_____
LIMIT - \$		_____
BID No.	-	_____
EXEMPTION CERT.	-	_____

Lowell Bearing & Parts Co.  
2526 S. Michigan Avenue  
Chicago, Illinois 60616

PLEASE SHIP TO: 375 EAST 55TH ST., L.A. CALIF. 90011 VIA:  
NO DELIVERIES ACCEPTED SATURDAYS OR SUNDAYS NOR AFTER 3:30 P.M. WEEKDAYS.

M&S ACCT. GR. ITEM	A.M.C. & PRICE PREVIOUS				PRICE	PER
<del>2-7</del>	31	19	13	1	60 Ea 714260 Seal Assy. 11247 C/R	.56
	1.39	-51				7.20
<del>2-3</del>	3	3	25	2	50 Ea 2396499 Seal Assy. 22562 Chicago Rawhide	6.66
	16.65	-51				75.00
<del>3-0</del>	4	0	4	3	5 Ea 72487 Bearing - Cup Timken	3.21
	4.40	-20				1.20
2-9 12.68	3	3	21	4	40 Ea 1509034 switch	3.50
	same					403.20
				5		
				6		
			fb		A.D.Gardner	Plus 5% Sales Tax

BOND \_\_\_\_\_



**CHARGE INVOICE**  
**TO**

**SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT**

REQN. No.-

J. L. SMITH  
DIRECTOR OF PURCHASES  
TEL. RI 9-6977

361 EAST 55TH STREET  
LOS ANGELES, CALIF. 90011

NO. 22347

A.F.E. No.-

NOTE: DIRECT ALL CORRESPONDENCE TO P.O. BOX 2296  
TERM. ANNEX—L.A., CALIF. 90054

SHOW ABOVE NUMBER ON ALL IN-  
VOICES, B/L, PACKAGES, SHIPPING  
MEMO AND CORRESPONDENCE

WORK ORDER-  
ACCOUNT No. 3115 - 8-6

FILE ALPHABETICALLY  
IN  
VENDOR'S FILE

DATE 1/4/68

SUB. ACCT.-

TERMS 2% 10

DIR. CHG. \_\_\_\_\_ APPROVAL, DATE.

F.O.B. Our Store

BOARD \_\_\_\_\_

COMMITTEE \_\_\_\_\_

GEN. MGR. \_\_\_\_\_

CONTROLLER \_\_\_\_\_

MGR. OF OPR. \_\_\_\_\_

DIR.P. & S. \_\_\_\_\_

LIMIT - \$ \_\_\_\_\_

BID No. \_\_\_\_\_

EXEMPTION CERT. \_\_\_\_\_

Lowell Bearing & Parts Co.  
2526 S. Michigan Avenue  
Chicago, Illinois 60616

PLEASE SHIP TO: 375 EAST 55TH ST., L.A., CALIF. 90011 VIA:  
NO DELIVERIES ACCEPTED SATURDAYS OR SUNDAYS NOR AFTER 3:30 P.M. WEEKDAYS.

M&S ACCT. GR. ITEM	A.M.C. & PRICE PREVIOUS				PRICE	PER
4.7	5	9	7	1	6 Ea 633 Bearing - Cup - Tinker	11.69-50-30ea
	2.10	20			3.42	4.29
✓	7	23	16	2	24 Ea 29620 Bearing Ditto	4.39-50-30 ea
	2.10	20			5.28	
✓	6	23	15	3	22 Ea 29680 Bearing - Cone Tinker	10.17-50-30ea
	5.09	20			11.60	
✓	4	14	6	4	10 Ea 47620 Bearing - Cup Tinker	9.42-50-30 ea
	4.71	20			4.70	
✓	20	20	20	5	35 Ea 88504 Bearing - M.D.	5.64-50-30ea
	2.67	20			5.95	
✓	14	35	20	6	30 Ea 885103 Bearing Assy.	4.20 4.74-50-30ea
	2.25	20				

J.L. Smith

Plus 5% Sales Tax

BOND \_\_\_\_\_

**CHARGE INVOICE TO**

REQN. No.-

A.F.E. No.-

WORK ORDER-

ACCOUNT No.- **3115**

SUB. ACCT.-

DIR. CHG. \_\_\_\_\_ APPROVAL, DATE.

BOARD \_\_\_\_\_

COMMITTEE \_\_\_\_\_

GEN. MGR. \_\_\_\_\_

CONTROLLER \_\_\_\_\_

MGR. OF OPR. \_\_\_\_\_

DIR. P. & S. \_\_\_\_\_

LIMIT - \$ \_\_\_\_\_

BID No. - \_\_\_\_\_

EXEMPTION CERT. - \_\_\_\_\_

**SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT**

J. L. SMITH  
DIRECTOR OF PURCHASES  
TEL. RI 9-6977

361 EAST 55TH STREET  
LOS ANGELES, CALIF. 90011

No. **22829**

NOTE: DIRECT ALL CORRESPONDENCE TO P.O. BOX 2296

TERM. ANNEX—L.A., CALIF. 90054

FILE ALPHABETICALLY

IN

VENDOR'S FILE

SHOW ABOVE NUMBER ON ALL VOICES, H/L, PACKAGES, SH MEMO AND CORRESPONDEN

DATE **1/17/63**

TERMS **2 1/2 106th**

F.O.B. **Your Store**

Lowell Bearing & Parts Co.  
2526 S. Michigan Avenue  
Chicago, Illinois 60616

PLEASE SHIP TO: 375 EAST 55TH ST., L.A., CALIF. 90011 VIA:  
NO DELIVERIES ACCEPTED SATURDAYS OR SUNDAYS NOR AFTER 3:30 P.M. WEEKDAYS.

M&S ACCT. GR. ITEM	A.M.C. & PRICE PREVIOUS				PRICE
✓ 2-10	0	0	3	20 Ea 5153309 Shaft - Drive	1.74
	2.24				10.00
✓ 2-12	2	2	4	3 Ea 3166657 Absorber Assy.	18.25
	22.56				12.93
✓ 2-13	2	12	11	10 Ea 5-6-66X Bearing - Needle	1.00
	2.15				2.50
✓ 49	50	97		200 Ea 6-6-118X Bearing	1.95
	2.30				70.00
✓ 2-10	16	37	16	50 Ea 5115454 Seal Assy. #85006 S Nat'l.	1.04
	2.00	-51			16.50
✓ 15	35	27		40 Ea 5127821 Seal Assy. #46865 C.R.	6.37
	15.23	-51			
				B.D. Gardner	57.60
				Plus 5% Sales Tax	

BOND \_\_\_\_\_

