

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

Minutes of Special Meeting of  
the Board of Directors of the District

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Upon notice duly given, the Directors of the Southern California Rapid Transit District met at a special meeting in the District Board Room, 1060 South Broadway, Los Angeles, California, at 4:00 p.m. on April 25, 1969, at which time President Kermit M. Bill called the meeting to order.

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

Also present were General Manager Samuel B. Nelson; General Counsel Milton McKay; Assistant General Manager for Operations George F. Goehler; Assistant General Manager for Rapid Transit Development Jack R. Gilstrap; Assistant Controller-Auditor-Treasurer J. L. Pujol, Secretary Virginia L. Rees; and the public.

President Bill announced that the purpose of the meeting was to consider the recommendation of award of bid for the purchase of 1500 locked fare boxes and spare cash vaults, and approval of Authorization For Expenditure covering the purchase and installation of said fare boxes, and called upon the General Manager to speak to the matter.

General Manager Nelson reported, substantially, as follows:

"Bids were invited, as your Board instructed, and the bids were opened on the proposals to purchase 1500 locked fare boxes on Monday, April 21st.

The four committees that I had established to prepare the specifications and also review the proposals submitted, met that same day to review the bids that were submitted for the locked type fare boxes to ascertain whether or not the equipment bid upon adequately met the physical and functional specifications which accompanied the bid request. The Committee members thoroughly read each submission, reviewed the drawings provided and inspected the prototype equipment provided. Particular attention was directed to those areas where functional problems had been encountered with the test fare boxes and in areas where the test fare boxes did not meet the physical requirements of the specifications.

Analysis of the specific areas considered and the conclusions reached are as follows:

General Register Company (Grant Fare Box)

1. Hopper slot design indicated on drawing submitted would meet the specifications, handling all U. S. coins, bills, tickets and Exact Fare envelopes. Exact configuration would be subject to approval of the District in accordance with the specifications.
2. General Register has complied with the specifications and indicated removal of the center separator over inspection plate. However, no change in location of inspection plate or extension of transparent face plate has been provided in order to increase visibility of

"inspection plate. This was one of the items which had been indicated as necessary if General Register was to comply with the specification requirement of full visibility of the inspection plate. That is the larger of the two fare boxes on the table there (exhibited in the Board room).

3. Additional holes to transmit light into lower portion of box were provided; however, details as to the size and configuration were lacking and there was serious question by the Committee as to whether or not lighting would be adequately improved by this change.
4. A small transparent opening was provided on the right side (that's the passenger side) of the fare box to overcome the problem of inadequate visibility of the inspection plate, encountered in the test. However, a baffle extends partly across the opening and it was the committees' opinion that little, if any, added visibility had been provided. That is the area that is marked in white chalk on the side of the larger box (exhibited in Board room).
5. Nothing was done to correct the glare on the transparent face plate experienced on the test box.
6. A perforated case hardened cover was used to replace wire screen over illuminating holes in back of fare box to correct security problems encountered by Memphis Transit. It was the committees' opinion that this arrangement would provide necessary security to the box.
7. A prototype vault was provided with a revised type locking mechanism. Inspection of this vault indicates that it meets the District's specifications requiring the locking mechanism to engage on two sides of the vault.
8. Inspection of the prototype vault also indicates that the ticket-coin divider within the vault was removed and baffle added to meet District's specifications.
9. General Register's drawing shows a bolting arrangement fastening the side of box to a stanchion to provide the necessary lateral

"stability as required by the specifications. District buses generally do not have a stanchion in the position shown on the drawing, and on some models it would be necessary to relocate a stanchion to accommodate this arrangement. Such a change would add substantially to the installation cost of this fare box.

It was the unanimous conclusion of these committees that the General Register Company had failed to meet the specifications with regard to the following items:

1. 'Baffling and inspection top shall be enclosed in lexan plastic, providing full visibility of the coin path and inspection plate.'
2. 'All fares inserted into the fare box shall drop freely to an inspection plate and readily visible for the inspection of fares by the driver.'
3. Inspection Plate . . . 'Any glare on plastic enclosure whether due to internal lighting or the bus lighting system is not acceptable.'
4. 'Fare box shall be equipped with 12-volt D.C. lamp or lamps necessary to properly illuminate inspection plate.'

Johnson Fare Box Company (Cleveland Fare Box)

1. Hopper slot design would meet the specifications, handling all U. S. coins, bills, tickets and Exact Fare Redemption envelopes. Exact configuration would be subject to approval of the District in accordance with the specifications.
2. Johnson's letter of submission indicates that their mounting arrangement has been revised to accommodate the District's requirements. It should be noted that this arrangement will save the District from \$10 to \$15 per bus in installation costs.
3. Johnson's letter also indicates that 'a baffle inside the vault is not necessary in the design of our fare box.' Although the bid does not indicate the reason that this baffle is not necessary, the bidder will provide a baffle in the chute between the inspection plate and

"the vault. A baffle in this position will serve the same purpose as a baffle in the vault and will not reduce the capacity of the vault as it would if placed within the vault. It is the committees' opinion that this substitution does not represent a deviation from the specifications.

4. The Johnson Fare Box Company has indicated a proposed initial delivery in 90 days, as requested by the District, with deliveries at an estimated rate of 400 fare boxes per month, and complete delivery in 210 days. This arrangement would provide 1200 fare boxes by the end of 180 days. This amount is sufficient to equip substantially all of the District's active bus fleet with the exception of certain school trippers where cash receipts are limited.

It is the committee's opinion that the proposed delivery schedule is acceptable and that the fare box bid by the Johnson Fare Box Company best meets the requirements of the specifications. The bid of the Johnson Fare Box Company, in the opinion of the committee, best responds in quality, fitness and adaptability to the particular requirements of the District for the use of the fare box under the Exact Fare Plan, of which it is an integral part."

Director Compton was excused and he left the meeting.

At the conclusion of the General Manager's report, Director Hayward, Vice-Chairman of the Operations & Budget Committee, reported that the Committee met this afternoon before the Board meeting and considered the recommendations of the General Manager with respect to the purchase and installation of the 1500 locked-type fare boxes and 1500 spare vaults and that, after reviewing the General Manager's report, it was the conclusion of the Committee that the bid of General Register Company did not meet the specification standards as set forth in the Invitation to Bid.

After discussion, on motion of Director Hayward, seconded and unanimously carried, the following resolution was adopted:

RESOLUTION NO. R-69-100

RESOLVED, that Authorization For Expenditure No. 416, covering the purchase and installation of 1500 locked type fare boxes and 1500 spare cash vaults, at a cost not to exceed \$589,850.00, be and hereby is approved.

After discussion, on motion of Director Hayward, based on the recommendations of the General Manager and of the Staff Committee and their report, and subject to the approval of the General Counsel, seconded and unanimously carried, the following resolution was adopted:

RESOLUTION NO. R-69-101

WHEREAS, under Resolution No. R-69-66 adopted March 18, 1969, invitations to bid were authorized to be issued on the purchase of 1500 locked type fare boxes and 1500 spare cash vaults; and

WHEREAS, the Purchasing Agent on March 20, 1969 issued invitations to bid (Bid No. 4-6921) on the purchase of said 1500 locked type fare boxes and 1500 spare cash vaults and, in response thereto, received two bids; i.e., from General Register Company and Johnson Fare Box Company; and

WHEREAS, the Operations & Budget Committee met today to discuss the report of the Purchasing Agent on the bids received under Bid No. 4-6921 for the purchase of 1500 locked type fare boxes and 1500 spare cash vaults; and

WHEREAS, the Purchasing Agent, the General Manager and the Operations & Budget Committee have recommended that the award of the bid be to the Johnson Fare Box Company as the lowest responsible bidder and that the bid of the General Register Company be rejected for non-compliance with the specifications; and

WHEREAS, the United States Department of Transportation, Urban Mass Transportation Administration,

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has concurred in the award of said bid by letter dated April 23, 1969, subject to the conditions therein provided;

NOW, THEREFORE, BE IT RESOLVED, that the award of bid for the purchase of 1500 locked type fare boxes and 1500 spare cash vaults under Bid No. 4-6921 be and hereby is award to the Johnson Fare Box Company in the amount of \$541,800.00, f.o.b. Chicago;

RESOLVED FURTHER, that the General Manager be and he hereby is authorized to execute on behalf of the District a contract between the Southern California Rapid Transit District and Johnson Fare Box Company covering the purchase of 1500 locked type fare boxes and 1500 spare cash vaults, at a cost not to exceed \$541,800.00; form of contract subject to approval of the General Counsel, and subject to approval of the Urban Mass Transportation Administration of the United States Department of Transportation.

There being no further business, the meeting adjourned.

VIRGINIA L. REES

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Secretary