



SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT



Frank J. Walton, California secretary of business and transportation, County Board of Supervisors Chairman Warren M. Dorn and RTD President Norman Topping, take the first shovels full of dirt to commemorate the beginning of construction on RTD's El Monte-Los Angeles Busway.

El Monte-Los Angeles Busway Groundbreaking Marks New Era For RTD

Groundbreaking was held in El Monte Friday, January 21, for the nation's first facility for high-speed buses operating in their own right-of-way.

Federal, State and Southern California Rapid Transit District officials participated in the ceremony heralding the start of construction for the El Monte-Los Angeles Busway.

By fall, the first eight miles of the 11-mile exclusive express facility are expected to be open to travel by 60-mile-an-hour and faster RTD Busway Flyers.

Officially turning soil at the event were Frank J. Walton, California secretary of business and transportation, and Dr. Norman Topping, president of RTD.

\$2.4 Million To Be Returned To Six Transit Operators

The Southern California Association of Governments (SCAG) has received Department of Transportation certification for SCAG's regional transit improvement and coordination program which will immediately result in a return of \$2.4 million dollars for public transit operators in Southern California, SCAG President John T. Conlan announced today.

The regional transit program was developed by SCAG and RTD, with the cooperation of other area transit operators in Southern California.

Certification by DOT increases federal capital grant eligibility for area public transit operators from the current 50 percent to 66.6 percent. Supervisor Dan Mikesell of San Bernardino County, Chairman of SCAG's Comprehensive Transportation Planning Committee, estimates that under SCAG's Transit Development Program, a savings of millions of dollars in local matching funds will result from the certification.

The increased eligibility will affect not only all future federal transit grants to the region but is also retroactive for three years. The resultant additional one-sixth funding, which totals the \$2.4 million, will be distributed to public transit operators who have received 50 percent capital grants from DOT during the past three years. Along with RTD, those cities having a

Walton, who represented Governor Ronald Reagan at the event, said California was making history in developing the Busway, adding:

"This project is the first attempt to wean the driver away from his automobile and at the same time provide him with the mobility that only rubber-tired transit can make available."

Dr. Topping termed the effort a milestone in federal, state and local cooperation.

"Visualize, if you will," RTD's president said, "Busway Flyers operating in their own right-of-way—moving at 60 miles an hour and faster—bypassing four lanes of commuters' automobiles stalled in bumper to bumper morning and evening traffic."

Federal, state and RTD funding has made the project possible it was explained by Dr. Topping and Walton.

They noted that the \$53 million facility is a joint effort of the RTD and the California Department of Public Works' Division of Highways. The effort has been undertaken in association with the federal Department of Transportation (DOT) and its Urban Mass Transportation and Federal Highway Administrations.

Dr. Topping added that, fortunately for California and the nation, "the attitude no longer prevails that, simply by attempting to provide accessibility for the automobile, we would also be providing mobility for people.

"We have come to realize that any effort aimed at one-dimensional accessibility only destroys mobility. Without balanced transportation — outstanding freeways, highways and surface streets, along with improved and expanded public transportation services, the snail's pace at commuter hour will prove to be an omen of the paralysis to come."

The Busway will consist of in-bound and out-bound exclusive express lanes for high-speed bus travel along the San Bernardino Freeway from Mission Road in Los Angeles to a terminal at Santa Anita Avenue in El Monte. For the most part, the lanes will occupy part of the Southern

Team Of Engineers Using Aerospace Techniques Seek Subway Solutions

Aerospace techniques are being used by a small group of Southern California engineers to develop information which will lead to improvements in subway and subway station design.

Working in a small laboratory at Developmental Sciences Inc., City of Industry, a team led by Dr. G. R. Seemann is using two miniature subways, complete with tracks and trains, to run tests proving—or disproving—theoretical calculations.

The results of their efforts are expected to help future subway builders save millions of dollars through improved tunnel design and through better venting, which will lead to lower construction costs.

The work is being sponsored by a dozen members organizations of the Institute for Rapid Transit, with principal financing coming from the Urban Mass Transportation Administration of the U.S. Department of Transportation.

It originated from a request by RTD, which is contributing \$30,000 to the project, and whose chief engineer, Richard Gallagher, is responsible for establishing many of the program's objectives.

City and County officials joined Transit District directors and officials in previewing the initial phase of the project under way at DSI laboratories Thursday, January 27.

Jack R. Gilstrap, RTD's

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Federal Income Tax Changes Now In Effect

The Revenue Act of 1971 has made important changes in the Federal income tax withholding system which will effect withholding rates on wages paid on or after January 16, 1972.

Also changed from 1971 is the amount of personal exemption from \$675 to \$750, and the maximum standard deduction allowance from \$1,500 to \$2,000.

Social Security, as of this date, remains at 5.2%, but deductions will be made from paychecks on the first \$9,000 of 1972 earnings, as compared to the \$7,800 cut-off of last year.

"You will first notice the effect of these changes on the paycheck that you receive on January 21," according to John S. Wilkens, director of

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Counterfeit Monthly Passes Being Used, Operators Cautioned

"A number of counterfeit monthly passes have been turned into me the last few weeks," reports Max L. Rise, general superintendent of transportation. "These passes have been picked up and a report made by the operator.

"In the future," Rise continued, "whenever you are certain that a person has presented a counterfeit monthly pass, do not question the pass holder. Honor the pass, then notify the dispatcher immediately either by radio or by the nearest telephone."

Dispatchers have been instructed to direct operators to drive to a particular location on their route, at which point the bus should be set down for arrival of police or special agents.

"This procedure," concluded Rise, "is necessary so as to afford the police or special agents an opportunity to identify the person in possession of the counterfeit pass."

Forms To Collect Overpayments Of State Disability Insurance Available

Anyone who worked for two or more employers during 1971 and paid more than \$74 in disability insurance can receive a refund of all monies paid in over the initial \$74.

Forms are available in Room 606 at RTD's downtown headquarters or any office of the Department of Human Resources Development. Final filing date—June 30, 1972.

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Team Of Engineers Use Aerospace Techniques

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general manager, explained for the group the importance of the testing to the District's total programming of mass rapid transit service in the Los Angeles area. Gilstrap noted the undertaking is typical of the kind of expertise and technology being employed by the transit agency to insure the community of the most modern and efficient transit facilities available anywhere.

As Dr. Seemann explains it, the cost of maintaining proper temperatures in subway stations may be as much as 10 percent of the total construction costs, and power consumption for environmental control systems may run as high as half that required for moving subway trains. In dollars, environmental control construction may be as high as \$5 million per mile of subway.

"Most systems completed in recent years have had problems. In many cases costly retrofitting has been required, and even this hasn't been satisfactory. And many older systems are experiencing progressively worse conditions," Dr. Seemann explains.

"No extensive practical research in subway and station design had been done since the 1940's," Dr. Seemann said, "and the current project was conceived in 1968 when the RTD was in the preliminary design phase of a subway line for Los Angeles."

"Since starting the project in 1970," he said, "we have found that most recent designs were based on inaccuracies and lack of knowledge; hence the problems."

Part of the problem, he believes, is in the fact that few experiments were performed with scale models simulating actual conditions.

"Here, we are using geometrically scale model tunnels and vehicles, with 'real life' speeds. As a result, our data should be infinitely more accurate than that available in the past," Dr. Seemann declared.

The problem arises because trains rushing through subway tubes heat the surrounding air, pushing it ahead to the nearest escape hatch, often the platform of a subway station. Additionally, modern electric subway vehicles use their power for braking, and in so doing also increase the temperature immediately surrounding the cars.

The result, unless tubes are properly vented, can be a radical increase in both tunnel and station temperature.

In the past, venting has been a hit or miss proposition, with some systems, such as New York, depending on a series of simple holes to the surface, grated to provide for pedestrian or vehicular traffic. Others, such as Chicago, use elaborate vent "chimneys," with intricate baffling systems.

"One of the things we are trying to determine," Dr. Seemann said, "is not only how large the vents should

be, and how elaborate, but how far apart. Builders can save substantial sums by eliminating unnecessary vents, just as they can save by proper venting."

Work on this phase of the project is being done in a 90-foot vent and station test facility in which airflow can reach speeds of 70 miles per hour and temperature can reach 130 degrees.

One item tested in the facility is a replica of a typical Chicago vent.

"We are finding that there are some real discrepancies between the calculations used to design the vent and what really happens. This is also true of vents being used by other systems," Dr. Seemann declared.

A 400-foot tunnel in which trains run at 70 mph is being used to test subway aerodynamics and thermodynamics. It features a dozen vent shafts, which can be opened or closed to provide theoretical differences in systems, and a large station replica whose size can be changed to provide different configurations.

Like its smaller counterpart, it is used to study airflow through the vents both before a vehicle reached them and after it has passed. Fully instrumented and automatically controlled, it can through telemetry measure tunnel wall drag as well as resistance on the vehicle itself at different speeds and under varying conditions. A smoke generator provides a visual means of studying air flow, and data obtained on recording graphs and magnetic tapes provide the other information on each of the several test runs made daily.

"In sophistication and ability to provide useful data, the facilities rival those used by the Aerospace Industry to design aircraft and missiles," Dr. Seemann said. Both facilities were designed and built by DSI Chief Engineer Howard Krachman and his staff.

When the program is completed, Dr. Seemann and his associates will prepare a design handbook which can be used by all future subway builders. It will be published by the U.S. Government Clearing House.

Inputs to the handbook are also being made by a group of researchers at Cal Tech, where considerable analytical mathematical studies are being undertaken, led by Dr. Gordon Harris, and by a group called the Associated Engineers. In the group are Parsons, Brinckerhoff, Quade & Douglas, Kaiser Engineers, and DeLeuw Cather.

"When you consider that if heated air was not removed, a rise of 55 degrees per hour could take place in a subway station during a typical rush hour," Dr. Seemann said, "you can realize how important it is to provide the best possible system for environmental control. And if you don't, your errors can catch up with you. For example, Mexico City's system is looked upon as one of the

most modern in the world—and yet, because it is improperly designed from at least one standpoint, the ground temperature adjacent to the subway there has risen 10 degrees in the past three years. Eventually, this could mean real problems in providing a proper environment for Mexico City subway riders."

Groundbreaking

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Pacific Railroad right-of-way.

Buses using the lanes will make the trip in approximately 18 minutes, as compared with the 35 to 45 minutes required by autos during peak traffic periods.

In addition to easing congestion along the San Bernardino Freeway, the project is expected to determine the feasibility of new concepts of joint highway-bus operation, Walton explained.

Primary objectives of the project are to increase the overall people-carrying capacity of the freeway corridor, complementing community and environmental values, provide improved bus service to areas communities along the freeway, and reduce traffic congestion in those areas.

Another objective is to collect and evaluate data to determine the patronage and operating characteristics of a bus mass-transit system on exclusive freeway bus lanes in an auto-oriented major metropolitan area.

Dr. Topping pointed out that the project also is intended to establish a rational basis for planning future freeways incorporating mass transit facilities.

The project was first conceived in 1969 and will be California's first example of a multi-modal transportation system. Total cost will be \$53 million.

Jack R. Gilstrap, RTD general manager, served as master of ceremonies for the groundbreaking program.

RTD

El Monte-Los Angeles Busway Groundbreaking



Following a continental breakfast guests boarded RTD buses for the groundbreaking site of the El Monte-Los Angeles Busway.

What's Happening At The California Museum Of Science And Industry

EVOLUTION OF THE CAMERA—The Universal Studios Cinema Antique Collection, one of the most comprehensive collections of rare image-in-motion and cinematic apparatus in existence, is on extended loan to the museum. Everything from shadow play puppets to movie cameras are included in the display, and a number of devices may be operated by the viewer. No closing date.

HISTORY OF EXPOSITION PARK—Early days revisited through a changing collection of photos and memorabilia in this three-phase exhibit which marks the centennial celebration of Exposition Park, home of the museum. On display through January 1, 1973.

DURER AND HIS TIMES—Exhibition commemorates the great German painter Albrecht Durer (1471-1528), who with his works, particularly his woodcuts and engravings, exerted a great influence not only in his own time, but also in the times that followed down to the present date. Pictures and documents from his life and times were assembled by the Institute for Foreign Relations in Stuttgart with the assistance of the foreign ministry of the Federal Republic of Germany. On display through February 27.

THE L.A. FAMILY, WATSON—Pictorial panorama of the past 72 years of news events in Los Angeles as seen by four generations of newspaper photographers from the Watson family. Memorabilia and photographic equipment are also shown by the well-known Los Angeles camera-bearing family. On display January 29 to March 19.



70 YEARS OF TRANSIT PROGRESS—One of RTD's new 7100 Series buses poses with the flower bedecked float from St. Louis, Mo. Only hours before "Old 43," drawn by eight grand Clydesdale horses, was one of 59 floats travelling down Colorado Boulevard in Pasadena's 83rd Annual Rose Bowl Parade. Trollies much like "Old 43" characterized public transportation equipment at the turn of the century. A few are still in transit service, though most of them have given way to modern equipment such as RTD's new 7100 Series diesel powered bus.



RTD President Norman Topping welcomes 400 interested citizens to the groundbreaking ceremony for RTD's El Monte-Los Angeles Busway. Dr. Topping thanked the guests for coming to the groundbreaking ceremony and termed the effort a milestone in federal, state and local cooperation.



Mayor Leroy A. Scott of El Monte, Leonard S. Gleckman, Northeast Corridor director on the RTD Board, and State Assemblyman Wadie P. Deddeh (D-Chula Vista), take a turn at breaking ground during the groundbreaking ceremonies for RTD's exclusive express busway.



Jack R. Gilstrap, RTD general manager, was master of ceremonies for the groundbreaking commemorating the beginning of construction for a first-of-its-kind exclusive express busway. Four hundred guests gathering for the occasion heard Gilstrap give a brief background of the busway and when it would begin operation.



Dirt flies as RTD Director Herbert H. Krauch, retired RTD General Manager Samuel B. Nelson and RTD's present general manager, Jack R. Gilstrap, break ground during the groundbreaking ceremonies for RTD's exclusive express busway.



El Monte High School's marching band during an interlude of music at groundbreaking ceremonies for RTD's exclusive express busway.



Gayle Gorrell, Miss Friendly El Monte-Miss South El Monte, was among the guests during RTD's groundbreaking ceremonies in El Monte for the District's 11-mile exclusive express busway from El Monte to Los Angeles.



California Assemblyman Wadie P. Deddeh (D-Chula Vista) and RTD General Manager Jack R. Gilstrap "dig in" at groundbreaking ceremony commemorating the beginning of construction for RTD's exclusive express busway from El Monte to Los Angeles.

VITAL STATISTICS

In memorium to employees who have devoted much of their lifetime in a profession designed to move people.

ROBERT E. BRAUM

Instructor
1-9-72

Years of Service: 32

HENRY O. HANSEN

Operator

1-12-72/RETIRED: 6-14-69

Years of Service: 16

ANTONIO MARISCAL

Operator

12-30-71/RETIRED: 6-1-56

Years of Service: 36

EDWARD J. PENNINGTON

Watchman

12-25-72/RETIRED 12-1-66

Years of Service: 20

ROBERT W. REID

Foreman

12-28-71/RETIRED: 7-4-46

Years of Service: 26

KING RILEY

Division Clerk

1-9-72/RETIRED: 6-1-70

Years of Service: 23

JOHN SOTTILE

Mechanic "A"

11-26-71/RETIRED: 6-1-53

Years of Service: 43

LACE H. STEPHENS

Operator

6-4-65/RETIRED: 6-1-53

Years of Service: 37

PHILIP A. WHITE

Trafficman

1-13-72

Years of Service: 26

RETIREMENTS

Climaxing many years of work in the field of public transportation, the following District employees recently retired:

STANLEY E. CARLETON

Mechanic "A"

Emp. 5-8-39/RETIRED: 1-2-72

Years of Service: 32

ORVILLE N. GOODING

Operator

Emp. 11-9-43/RETIRED: 1-6-72

Years of Service: 28

TREVOR R. GORDON

Operator

Emp. 10-6-44/RETIRED: 1-3-72

Years of Service: 27

CHARLES C. HAMMOND

Mechanic "A"

Emp. 5-8-42/RETIRED: 1-2-72

Years of Service: 29

JOHN W. HOLLAND

Operator

Emp. 9-24-46/RETIRED: 1-4-72

Years of Service: 25

EUGENE P. LANDRUM

Operator

1-12-72/RETIRED: 6-14-59

Years of Service: 13

MAURICE C. MULLEN

Mechanic "B"

Emp. 10-1-58/RETIRED: 1-7-72

Years of Service: 13

JOHN J. NOLAN

Operator

Emp. 7-14-47/RETIRED: 12-31-71

Years of Service: 24

JOHN C. SLEGL

Mechanic "A"

Emp. 12-13-44/RETIRED: 1-2-72

Years of Service: 27

THOUGHTS FOR 1972

1. Keep skid chains on your tongue. Always say less than you think.
2. Make promises sparingly and keep them faithfully, no matter what it costs you.
3. Never let an opportunity pass to say a kind and encouraging thing to or about someone. Praise good work regardless of who did it.
4. Be interested in others—interested in their pursuits, their welfare, their homes and their families. Make merry with those who rejoice, and mourn with those who weep. Let everyone you meet, however humble, feel that you regard him as a person of dignity.
5. Be cheerful. Keep the corners of your mouth turned up. Hide your pains, worries and disappointments under a pleasant smile.
6. Preserve an open mind on all debatable questions. Discuss but do not argue. It is a mark of superior minds to disagree and yet be friendly.
7. Let your virtues, if you have any, speak for themselves and refuse to talk of another's vices. Discourage gossip. Make it a rule to say nothing of another unless it is something good.
8. Be careful of others' feelings. Wit and humor at the other fellow's expense are rarely worth the effort and may hurt where least expected.
9. Pay no attention to ill-natured remarks about you; simply live so that nobody will believe them.
10. Don't be anxious about getting your just dues. Do your work, be patient, keep your disposition sweet, forget self, and you will be respected and rewarded.

Money Return

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transit operation who will be receiving this retroactive funding are Culver City, Gardena, Montebello, Torrance and Ventura.

Elements of the SCAG plan which DOT certified provide for coordination of route scheduling, transfers and transfer points between operators, fare structures, levels of service, and provision for a five year capital improvement program. Costly duplication of services will be avoided.

The fourteen publicly owned transit operators in the region have cooperatively agreed upon the consolidation of programs, according to John F. Hutchison, Director of Transportation for the city of Santa Monica, Chairman of SCAG's Transit Advisory Committee which will coordinate the program. The Committee is made up of Public Transit Company Operators and Managers who will have the responsibility for maintaining and updating the new program.

PROMOTIONS

In recognition of their achievement and capabilities the following employees were recently promoted:

JOHN W. BARBER

Mechanic "B" to Mechanic "A"

FRANK C. BARNES

Assistant Transportation Planner

to Associate Transportation Planner

LOUIS De La CRUZ

Stock Clerk to Shipping Clerk

CLARENCE C. DOAK

Supervisor-Extra Dispatcher to

Dispatcher

PETER C. DRAKE

Associate Transportation Engineer

to Assistant Transportation Planner

WILLIAM J. ESTERS

Relief Janitor to Janitor

BOBBIE D. HILL

Mechanic "B" to Mechanic "A"

SUSAN G. LUTZ

Temporary Schedule Typist to

Schedule Typist

JESUS R. MARTINEZ

Mechanic "A" to Equipment Foreman I

GERALD PAYNE

Junior Stock Clerk to Stock Clerk

BARBARA J. PORTER

Secretary II to Secretary III

VERNON R. ROSE

Equipment Foreman I to Equipment

Foreman II

FREDERICK A. SANDERS

Utility "A" to Mechanic "C"

VICKI D. VARGA

Division Stenographer to

Secretary II

Division 7 Tops
"Drive With
Pride" Contest

First place honors in the District's November "Drive With Pride" contest went to Division 7 with a 9.2% reduction in accidents for the month. One of the closest contests in "Drive With Pride" history, only four tenths of one percent separated the top three divisions.

Division 10 came in second with 9 and Division 11 third with 8.8%.

Host for the trainroom presentation ceremonies at the respective divisions was Johnny Johnston, assistant superintendent of transportation. Johnston discussed the District's plans for rapid transit and answered questions regarding District operations. On hand also for the ceremonies were two new employees: John C. Miller, Insurance Manager and Robert C. Williams, Deputy Administrator - Equal Employment Opportunities.

Change for Lines 11 & 17

Effective January 30 Lines 11 and 17 will pick up and discharge passengers in both directions at all stops west of Mednick Avenue and Floral Drive.

RTD Directors

DR. NORMAN TOPPING,

President

THOMAS G. NEUSOM,

Vice President

Charles E. Compton

A. J. Eyraud, Jr.

Leonard S. Gleckman

David K. Hayward

Herbert H. Krauch

Michael E. Macke

Don. C. McMillan

Douglas A. Newcomb

Jay B. Price

Virginia Rees, Secretary

Published by and for the employees of the Southern California Transit District.

JACK R. GILSTRAP

General Manager

GEORGE F. GOEHLER

Manager of Operations

ROBERT R. SCHOLL

Director of Public Information

WILLIAM A. REASON

Editor

Southern California Rapid Transit District
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December Operator Of The Month



MANHATTAN BEACH OPERATOR HONORED — Edward Delmar (left) of Manhattan Beach has been honored as RTD's December "Operator of the Month." Director Don C. McMillan presents the 30 year veteran of Los Angeles public transit with a courtesy plaque. Delmar was nominated for the award by one of his Beverly Hills-UCLA-Pacific Palisades Line 76 passengers. Speaking for other passengers when she wrote the letter, the writer commended Delmar on his pleasant courteous manner and said it was a pleasure to ride his bus. Delmar who wears a 25 year safety award pin, is also active in union activities. He is presently president of Local 1565.

Exact Fare For RTD's Eastern
Cities Lines In East Los Angeles

Exact Fare went into operation Sunday, January 30, on the three Eastern Cities Lines bus routes operated by RTD.

At the same time, the District announced, improved connections between Eastern Lines and four area bus routes have been established for persons living and traveling in the community.

The changes will be in effect on Eastern Cities Lines 140 (Kern Avenue), 141 (Ford Boulevard), and 142 (City Terrace).

Operators on buses traveling along the three routes will, beginning Sunday, no longer sell tokens, carry cash or provide change.

As a convenience to passengers, token outlets have been established at a number of East Los Angeles area retail establishments.

Exact Fare permits speedier travel by avoiding delays caused by change-making at the bus stops, RTD officials noted, explaining that passengers on Lines 140, 141 and 142 can pay their fares with tokens or 20 cents in cash.

The improved connections will be accomplished through a minor rerouting of Lines 140, 141 and 142 from Gage Avenue to Rowan Avenue be-

tween Hammel Street and Third Street. The present route along Gage Avenue between Third Street and Hammel Street will be discontinued.

Monday through Saturday, all line 141 buses will be scheduled to operate as a continuous trip at First and Rowan through the Line 140 route in both directions. Alternating buses on Line 140 will terminate at Rowan and First Street.

On Sundays and Legal Holidays, all Line 141 buses will be scheduled to operate as a continuous trip at First and Rowan through the Line 142 route in both directions. All line 140 buses will terminate at Rowan and First Street.

Accordingly, easier access will be provided between the Eastern Cities Lines and RTD Lines 11, 17, 26 and 32.

Tax Changes

Continued on Page 1

industrial relations. "For most of us, more pay was withheld, but some had a decrease. Hopefully, the changes will bring the amount withheld closer to the amount that will actually be owed for 1972.

U. S. POSTAGE
paid
BULK RATE
Los Angeles, Calif.
Permit No. 28201