



SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

BUSWAY GROUNDBREAKING SET FOR JANUARY 21 IN EL MONTE

First-Of-A-Kind Bus Station Will Be Built At El Monte, Station To Be Circular With Construction Scheduled To Begin In May



SPACE AGE BUSWAY STATION TO BE BUILT IN EL MONTE—RTD Chief Engineer Richard Gallagher shows secretary Dolores Valdez a mock-up of the new station soon to be built in El Monte. This station will serve as the starting point for the District's 11-mile El Monte-Los Angeles Express Busway and will feature many new innovations in bus and passenger handling.

The world's first Bus Rapid Transit Station is going to be built in El Monte by RTD as part of the El Monte-Los Angeles Express Busway. Two additional stations will be constructed immediately following at California State College, Los Angeles and the Los Angeles County-USC Medical Center.

The El Monte station will have a 21st Century look and

its circular shape will provide easy access for buses from both directions. It will be well lighted, airy and enable smooth passenger flow for boarding and alighting, or transferring.

Construction is expected to begin in May with scheduled completion in October—to coincide with the opening of the express busway.

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Ceremonies To Take Place In El Monte At 9 A.M.

Governor Ronald Reagan and U.S. Secretary of Transportation John A. Volpe have been invited to officiate at groundbreaking ceremonies this month to start construction of California's first Express Busway.

In a joint announcement, RTD and the State Department of Public Works said the ceremonies marking the official start of construction will be held on Friday, January 21.

Dr. Norman Topping, RTD president, and State Secretary of Business and Transportation Frank J. Walton said that the ceremonies will begin at 9 a.m.

Site of the groundbreaking is the Southern Pacific right-of-way adjacent to the west-bound San Bernardino Freeway near the Gibson Overhead (corner of Gibson Road and Olney Street), in El Monte.

Also expected to attend the function are Congressman Charles E. Wiggins of El Monte, whose district encompasses most of the area to be traversed by the 11-mile Busway, State Public Works Director James A. Moe, and members of the RTD's Board of Directors, the State Transportation Board and the California Highway Commission.

Invitations also have been extended to Federal Highway Administrator Frank C. Turner and Federal Urban Mass Transportation Administrator Carlos C. Villarreal.

The State Department of Public Works and the Southern California Rapid Transit District are participating in the project to construct Express Busway lanes within the present railroad right-of-way north of and in the median of the San Bernardino Freeway.

The Busway will extend from Mission Road near the Santa Ana Freeway in the City of Los Angeles to Santa Anita Avenue in the City of El Monte. Additional and new bus routes will serve the Los Angeles Central Business District, Wilshire Boulevard, cities along the Busway in the West San Gabriel Valley, and cities east of the Busway in the East San Gabriel, Pomona and San Bernardino Valleys.

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State Income Tax Being Withheld From Paychecks

On January 1 of this year withholding of California personal income taxes started being held out of RTD employee paychecks. This procedure is in accordance with the recently enacted State withholding law.

"No action will be required by you," according to John S. Wilkens, director of industrial relations. "The most recent Federal Employee's Withholding Exemption Certificate (FORM W-4) completed by you will be used to provide the exemption totals, if any. For changes in exemptions in the future, FORM W-4 will continue to be used, and will provide the required information for both Federal and State withholdings."

Prior to January 31, 1973, and each year thereafter, each employee will be provided with three copies of a combined Federal-State Wage and Tax

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First-Stage Proposal for Rapid Transit System Moves Forward

A first-stage rapid transit line to be financed through the use of Senate Bill 325 funds has been proposed by the District. Called the Central Line, it would run through downtown and South Central Los Angeles.

The District has proposed that the City of Los Angeles, the County of Los Angeles and the District pool their respective revenues from Senate Bill 325 accrued from the sales tax on gasoline. The proposal calls for RTD to commit \$70 million over 6-7 years, and an equal amount to be committed by the city and county over a 10-12 year period to provide a total of \$140 million. This sum would qualify the District for matching federal funds from UMTA on a two-for-one basis, or \$420 million available for construction.

The County has already agreed to this proposal and the City is presently considering the proposition.

The route of the Central Line, still in the planning stage, would originate at Union Station and proceed south via elevated across the Hollywood Freeway, descend into subway operation under 1st Street going westerly to one of the north-south streets between Broadway and Figueroa where it would turn south passing between the Convention Center and Occidental Center. It would emerge into an aerial way to a station serving USC, Exposition Park, the Coliseum and Sports Arena.

It would then proceed along Santa Barbara Avenue to some north-south street between Avalon Boulevard to Alameda Street and then proceed southerly to the El Segundo-Norwalk Freeway.

Length of the line would be approximately 14 miles.

At the El Segundo-Norwalk Freeway it would interface with the 15-mile-long express rapid transit corridor

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League of Women Voters Back RTD Central Line Plan

The League of Women Voters of Los Angeles County has backed RTD's action to get rapid transit on the construction track.

Mrs. Marlee T. Whitcraft, transit action chairman for the League, told RTD President Norman Topping that the League of Women Voters "applauds your Board's decision to start a rapid transit line."

In discussing the merits of the subway-skyline route through downtown and South Central Los Angeles, Mrs. Whitcraft added, "We support your decision to build the first section in South Central Los Angeles, which is the area of greatest need. We are delighted to see the real beginnings of a rapid transit system . . . one that is pragmatic and long over-due."

The League official said

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First-Of-A-Kind Bus Station

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Extensive planning has taken place to provide the most convenient, pleasant station possible for passengers with safe, easy and convenient access for buses.

There will be bus positions around the periphery of the station platform. Each stall will have a legend visible to the operator so he will know in advance his berthing location.

Passengers arriving at the station can come by local bus and transfer to a busway bus or park their cars in a 1,200 car parking lot and walk a short distance to the station, which is located centrally in the parking area. Bicycle parking is planned for the more hardy commuters. A temporary stopping area will be reserved for "kiss 'n ride" passengers.

Passenger access to the station will be by way of a tunnel under the bus platform to a centrally located escalator. Stairs and an elevator will also be provided. This lower level access will open onto

landscaped areas with a coffee shop and other shops.

Passengers riding up the escalator will be able to see a sign showing destinations for each berthing so they can proceed directly to a specific loading area by way of one of four ramps as soon as they reach the top of the escalator.

An air-conditioned waiting area will be provided at the second level with provisions for an information desk and ticket sales. Outside seating will be provided around the periphery of the passenger loading area.

A dispatch center will be located on top of the waiting area where all bus movements will be under visual control. Provisions are planned for telephoto TV cameras to focus on the headsigns of approaching buses enabling the dispatcher to read the signs and assign loading berths. He will also have remote TV surveillance of the College and Hospital Stations as well as throughout the El Monte Station itself.

Groundbreaking

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The project is expected to determine the feasibility of new concepts of joint highway-bus operation.

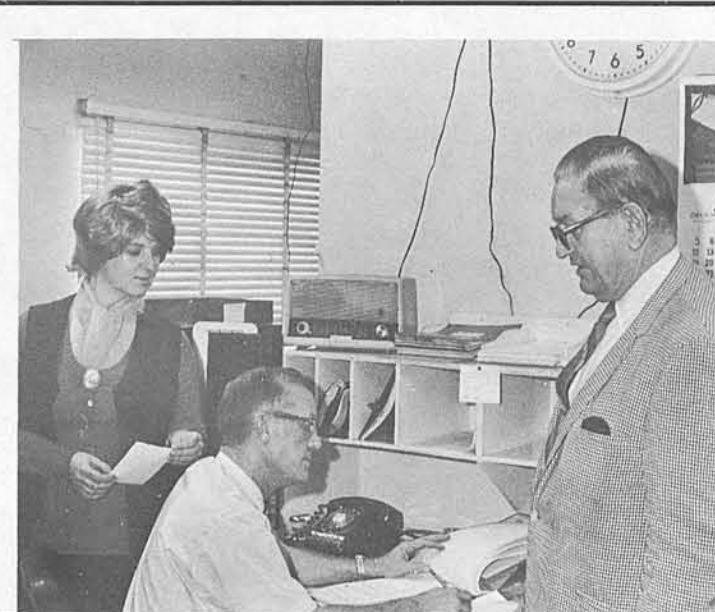
Walton said, "primary objectives of the project are to increase the overall people-carrying capacity of the freeway corridor with the least possible adverse impact on community and environmental values, provide improved bus service to areas and communities along the freeway and reduce traffic congestion 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.

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. Buses are expected to be operational on the project by October, 1972. Total cost will be \$53 million.

The two agencies anticipate that the diversion of auto passengers to buses will be encouraged, since the average bus cruising speed of 50 to 60 miles per hour is expected to be considerably higher than that of freeway traffic during peak hours.



Clarence A. Schulz, manager of Division 6, discusses division reports with Al Gracy, division clerk, and stenographer Patricia Keck.



Head of Division 6's maintenance department, Wayne Spittler, equipment superintendent I, talks with Mechanic "A" "Bill Huskey as Huskey repairs the front door of bus 5432.



Instructor Robert Braum, veteran of over 32 years in public transportation, checks over latest TD Notice from the District's Transportation Department.

League of Women

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all should now cooperate to keep the project moving on schedule.

Dr. Topping said the District welcomes the endorsement of such a prestigious organization as the League of Women Voters, adding, "The League has been among those in the forefront in behalf of improved public transportation. The organization's support, most assuredly, will contribute to the early building of the Central Line."

State Tax

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Statement (FORM W-2), one for employee records and one each for filing with State and Federal returns.

"Should employees wish any additional information," Wilkens continued, "they can telephone Mel Marquardt on extensions 269 or 288.

The following table will give employees an estimate of the amount of money that will be withheld from their wages each payday:

ANNUAL SYSTEM ★ SHAKEUP BEGINS ★ FEBRUARY 19

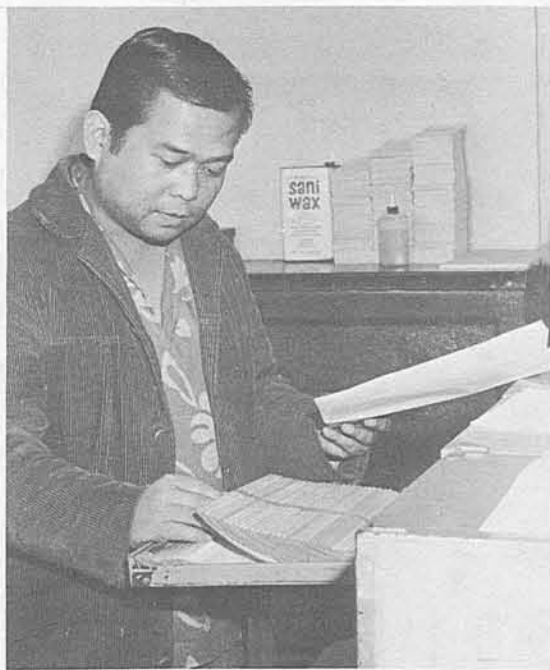
GROSS WAGES PER PERIOD		MARRIED					SINGLE		
At Least	But Less Than	And the number of withholding exemptions claimed is:					0	1	
		0	1	2	3	4	5		
The amount of Income Tax to be withheld shall be:									
\$270	\$280	\$ 3.20	\$ 2.20	\$.50	\$.20	\$.50	\$.20	\$ 5.40	\$ 4.50
300	310	3.80	2.80	1.10	.80	.50	.20	6.80	5.80
330	340	4.70	3.70	1.70	1.40	1.10	.80	8.30	7.30
360	370	5.60	4.60	2.50	2.20	1.90	1.60	10.00	9.00
390	400	6.50	5.50	3.40	3.10	2.80	2.50	11.80	10.80
440	460	8.40	7.40	5.00	4.70	4.40	4.10	15.50	14.60
500	520	10.80	9.80	7.30	7.00	6.70	6.40	20.20	19.30
560	580	13.50	12.50	9.70	9.40	9.10	8.80	25.50	24.60
600	620	15.50	14.50	11.70	11.30	11.00	10.70	10% of amount over \$600.00	
660	680	18.70	17.70	14.70	14.30	14.00	13.70	PLUS	
720	740	22.30	21.30	18.00	17.70	17.40	17.10	28.50	27.50
780	800	26.10	25.10	21.60	21.30	21.00	20.70		



RTD HOLDS TOUR FOR PROSPECTIVE PARK-RIDE USERS—Six employees of Cushman and Wakefield, leasing agents for Arco Towers, toured RTD's Park-Ride facility at the L.A. Convention Center. John E. McCarty, manager of finance and administration for Cushman and Wakefield, headed the tour given by Charley Haudenschild, RTD's real property manager. Haudenschild noted that commuters are responding very favorably to the Park-Ride idea.

Schedule Affecting Events

- Friday, January 28**
Pasadena Unified School District will observe this date as a School Holiday—end of first semester. All other schools will be in session. School Day and Race Day Schedules will be operated.
- Monday, January 31**
School Holiday for Los Angeles Unified School District—Elementary—Junior and Senior High Schools. Parochial Schools, Colleges, Junior Colleges, Pasadena Unified and Riverside Unified School Districts will be in session. School Holiday, Monday Only and Non-Race Schedules will be operated. Schedule Letters will be issued adjusting service to the parochial and other schools that are in session.
- Friday, February 11**
School Holiday for all schools. School Holiday and Race Day Schedules will be operated.
- Monday, February 21**
Washington's Birthday will be observed on this date. Special schedules will be operated on the following Lines: 3, 26, 44 and 50. These schedules will be printed on pink paper and should be discharged after this date. Public and Parochial Schools will be closed. There will be racing at Santa Anita; therefore, School Holiday, Race Day Schedules will be operated.
- Tuesday, February 22**
No racing at Santa Anita. Non-Race Schedules will be operated this date.



Shop clerk Tom Labaya, in charge of hundreds of different bus parts, insures mechanics have the parts they need in stock.

Division 6

Headquartered at 100 Sunset Avenue in Venice, Division 6 maintains a fleet of 70 buses which operate in the southwestern section of Los Angeles County.

Under the management of Clarence A. Schulz, Division 6 has a staff of 126 operators, 6 office personnel and 24 maintenance employees. Schulz is responsible for the operating procedure of his division while Wayne Splitter, equipment superintendent I, is responsible for the maintenance and upkeep of the running stock.



Five operators relax in division trainroom before runs.



Ed Tujillo, Utility "A", moves seats to get at that "hard to get at" dirt.



Overall view of District's Venice Division from Sunset Avenue.



RTD BUSES SPOTLIGHTED BY HURST/AIRHEART DURING PRESS REVIEW OF HIGH PERFORMANCE AUTOMOTIVE MAGAZINE PERSONNEL—Two District buses were the only operating equipment on display during Hurst/Airheart Products, Inc. demonstration of improved performance and safety oriented products at their Chatsworth plant. The Mini-bus (left) was jacked up and its left disc brake system displayed as was the brake system on the right side of a Flexible bus. The District currently has five Flexible buses equipped with disc brakes. Because of their size, the buses proved to be a focal point by the visiting magazine personnel.



RTD PARTICIPATES IN DISC BRAKE DEMONSTRATION BY HURST/AIRHEART PRODUCTS, INC.—RTD officials George W. Heinle, (second from right) deputy administrator for operations and George H. Powell, (left) general superintendent of maintenance and equipment were on hand for a disc brake demonstration and display by Hurst/Airheart Products, Inc. in Chatsworth. Doug Toms, (second from left) director of the national highway safety bureau, chats with Heinle and Powell about the new brakes as William A. Wheeler, (right) vice president and general manager of Hurst's Chatsworth plant looks on.

George McDonald Joins RTD's Executive Staff

A former official of the Bay Area Rapid Transit District has joined RTD's executive staff.

George L. McDonald, a veteran of 12 years with BART, is assuming duties as RTD's manager of planning and marketing.

McDonald, 44, served with BART during the period when the nation's newest rapid transit system was being developed. He held a number of positions, including director of public information, economic analyst and assistant treasurer.

RTD General Manager Jack R. Gilstrap said McDonald's involvement in the development of Bay Area Rapid Transit from design to operation should prove a major benefit to the District.

McDonald previously served with Kaiser affiliated companies, specializing in engineering services, aluminum and chemicals.

PROMOTIONS

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

- WALLACE BLUE**
Shipping Clerk to Shop Clerk
- ROSEMARIE CANDEJAS**
Temporary Supervisor & Information Clerk to Supervisor
- DAVID L. CHAMNESS**
Junior Stock Clerk to Stock Clerk
- PAT L. COEN**
Messenger Clerk to Revenue Clerk
- VINCENT L. CONTENT**
Mechanic "A" to Mechanic "A" Leadman
- DICK E. DEAL**
Mechanic "A" to Mechanic "A" Leadman
- IRENE DeLaCRUZ**
Junior Price Clerk to Senior Price Clerk
- MAUREEN F. ESQUIROZ**
Temporary Division Stenographer (Vacation Relief) to Division Stenographer
- BARBARA J. EVENS**
Key Punch Operator to Tab Operator
- ROMAN C. GONZALEZ**
Mechanic "A" to Mechanic "A" Leadman
- BILLY A. HAIRE**
Mechanic "B" to Mechanic "A"
- BOBBY J. HICKS**
Janitor to Operator
- GLADYS A. HUDSON**
Key Punch Operator to Accounts Clerk
- DIANE A. KRAFT**
Temporary Division Stenographer (Sick Relief) to Division Stenographer (Vacation Relief)
- KAREN L. MARTIN**
Kardex Clerk to Junior Price Clerk
- RENATO MEDINA**
Mechanic "C" to Mechanic "B"
- CLARENCE MORRIS**
Mechanic "C" to Mechanic "B"
- ALBERT REYES, JR.**
Shop Clerk to Assistant Cashier
- SALVADOR A. ROMO**
Mechanic "A" to Mechanic "A" Leadman
- JAMES W. STEVENS**
Operator to Operator-Extra Supervisor
- LEON STEVENSON**
Operator to Operator-Extra Supervisor
- THOMAS W. TEGMEYER**
Equipment Foreman I to Equipment Superintendent I
- MICHELLE A. TENNEY**
Temporary Division Stenographer to Division Stenographer
- WILLIAM A. WARREN**
Operator to Operator-Extra Supervisor
- GILBERT A. WEAVER**
Operator-Extra Supervisor to Supervisor
- NORMAN L. WHITE**
Equipment Foreman II to Equipment Superintendent I
- ROOSEVELT WHITE**
Operator to Operator-Extra Supervisor

Rapid Transit System Proposal

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proposed in the right-of-way of the Century Freeway and extending from the Los Angeles International Airport on the west to the San Gabriel Freeway (605) in Norwalk on the east. The Central Line would also connect with the El Monte-Los Angeles Express Busway in the north.

The estimated total cost of the project is \$420 million.

Construction Timetable

If inter-agency financing is agreed upon by March 1, 1972, the District would then update its preliminary engineering and patronage data, proceed to hold the necessary public hearings and submit its application to UMTA for a capital grant of construction funds by the end of this year. It is anticipated that this would enable the District to begin construction of the Central Line in late 1973.

This "pay as you build, a line at a time" concept will lead to full implementation of the District's long range Master Plan for rapid transit—a plan that has taken and will continue to take into full cognizance the comprehensive land-use planning efforts now under way and involving all city-county agencies in this region.

Benefits Of The Central Line

"Since the Central Line will be the keystone of an area-wide network of rapid transit trunk lines," Richard Gallagher, RTD chief engineer states, "it will serve the transit needs of the greatest number of transit riders in these areas efficiently, economically and conveniently."

Gallagher foresees the following immediate benefits:

1. When completed, the basic Central Line will serve the mobility requirements of residents in the most heavily populated areas of the city and county—south and central Los Angeles—and the heavily congested Central Business District.
2. In addition to creating hundreds of new jobs during both the construction and operation phases of the Central Line, when completed, the Line and both interfacing busways will provide measurably improve employment opportunities and access to new jobs throughout the total length of the initial system.
3. Due to the Line's interface with the two express busways and the downtown Los Angeles Mini-bus service, traffic-parking congestion in the Central City can be dramatically reduced.
4. Some specific points served over the approximate 44 miles of proposed rapid transit system are: Cal-State College; the County Hospital complex; the Central City and its complex of commercial, governmental and university extension facilities; Exposition Park; Coliseum; Sports Arena; and the new Martin Luther King County Hospital.

December Operator Of The Month



SOUTH BAY MAN HONORED—A South Bay man has been honored as RTD's December "Operator of the Month." Herman R. Vaden (right), of Hawthorne, was presented a courtesy plaque by District Director David K. Hayward, a Redondo Beach city councilman. Vaden, a veteran of 32 years in Los Angeles area transit service, was nominated for courtesy honors by passengers on the Long Beach Freeway Flyer Line 36. The RTD commuters wrote: "Mr. Vaden is friendly but never forgets to be courteous and perform safely, an important factor when you drive the freeways five days a week during the dark hours of the early morning." Vaden, who wears a 24-year safe driving pin, also has served as an instructor with the transit agency, instilling courtesy and performance attributes to new arrivals at the District.

VITAL STATISTICS

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

- GRANT CLEAR**
Inspector
12-6-71/RETIRED: 3-7-39
Years of Service: 32
- FRED HABICH**
Operator
6-28-71/RETIRED: 6-1-58
Years of Service: 38
- LAUREL S. JONES**
Schedule Expeditor
12-11-71/RETIRED: 10-31-63
Years of Service: 41
- FLOYD L. NUZUM**
Operator
12-1-71/RETIRED: 12-1-63
Years of Service: 21
- ERNEST PICKENS**
Mechanic "A"
12-25-71
Years of Service: 35
- JAMES A. RUSSELL**
Price Clerk
11-20-71/RETIRED: 1-7-47
Years of Service: 41

RETIREMENTS

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

- CLIFFORD M. ANDRUS**
Equipment Foreman II
Emp. 6-17-48/RETIRED: 12-25-71
Years of Service: 23
- NOEL P. BEAUCHAMP**
Operator
Emp. 5-21-37/RETIRED: 12-25-71
Years of Service: 34
- OSCAR M. BLANKS**
Operator
Emp. 9-18-45/RETIRED: 12-3-71
Years of Service: 26
- FLOYD M. BOYES**
Operator
Emp. 9-4-51/RETIRED: 12-3-71
Years of Service: 20
- GORDON R. BRINK**
Operator
Emp. 6-28-46/RETIRED: 12-11-71
Years of Service: 25
- EARL W. FREDRICKSON**
Dispatcher
Emp. 8-17-45/RETIRED: 12-31-71
Years of Service: 26
- HAZEL B. HYATT**
Information Clerk
Emp. 8-7-53/RETIRED: 12-2-71
Years of Service: 18
- WILLIAM W. IRWIN**
Operator
Emp. 4-2-52/RETIRED: 12-7-71
Years of Service: 19
- HENRY B. MANN**
Mechanic "A"
Emp. 11-24-34/RETIRED: 12-19-71
Years of Service: 37
- WILBUR F. REID**
Operator
Emp. 8-28-45/RETIRED: 12-2-71
Years of Service: 26
- RICHARD S. TAYLOR**
Mechanic "A"
Emp. 7-14-37/RETIRED: 12-3-71
Years of Service: 34
- GRANT M. WINTERS**
Operator
Emp. 3-19-35/RETIRED: 11-30-71
Years of Service: 36

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

Discount Tickets

Discount tickets are currently available in the District's Industrial Relations Office at 1060 S. Broadway on a first come first basis.

Information on the tickets can be obtained by calling 749-6977, ext. 269 or 288.

Regularly available are:

- KNOTTS BERRY FARM**
Buena Park
- DISNEYLAND 1971**
Anaheim
- MARINELAND**
Palos Verdes Estates
- MOVIELAND WAX MUSEUM**
- PALACE OF LIVING ART**
Buena Park
- MAGIC MOUNTAIN**
Valencia

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