

a message from the **S.C.R.T.D. LIBRARY**
president



Harry A. Faulk

The California Legislature waved no magic wand when it enacted the bill establishing the Southern California Rapid Transit District.

And there was no lessening of congestion along our traffic arteries when Governor Edmund G. Brown signed the S·C·R·T·D Act into law.

Nor was a rapid transit system uncrated when we 11 men assumed the oath of office as Directors of the new District.

Public transit is everyone's problem.

And every thinking citizen has a stake—and a responsibility in the course mobility takes.

The Southern California Rapid Transit District was created to

meet a community need; and fulfill a community demand—construction of an area-wide rapid transit system to complement freeways, highways and surface streets—a “Balanced Transportation” system.

Not one of us accepted appointment to the new District Board lightly because each of us recognizes the critical need and the serious problem in meeting the need.

We Southern Californians take pride in our accomplishments that have brought our complex to the forefront among America's metropolitan areas.

Our outstanding industrial expansion, our top-rated government services and our varied and prize-winning civic developments were all made possible by the best available techniques and know-how—and by citizen support.

It is imperative that we apply these same principles in the formation of a program of action leading to construction of a rapid transit system in which the community and the nation can take pride.

We members of the Southern California Rapid Transit District pledge our efforts to the construction of the long overdue and much needed county-wide rapid transit system, a system which will embody the most modern transportation concepts.

Toward that end, one of the first actions by your new Transit Board will be to direct the establishment of “criteria” for construction of a rapid transit system satisfying community requirements.

The system must be the most modern available, providing jet-age speed and the utmost in passenger comfort, convenience and safety.

The system must serve not only today's transit demands, but the requirements for future years, including high passenger capacity.

And it must be economical from both a construction and operating standpoint, at the same time meeting many multi-fold requirements.

If the system for our great metropolis is to perform satisfactorily, these and other criteria—or standards—must be met. For they comprise the only logical standard of judgment by which facts and opinions are compared in order to guarantee fulfillment.

To these goals will be geared the engineering, financial and public information activities in the months and years ahead on the Southern California Rapid Transit scene.

Harry A. Faulk
President
Southern California
Rapid Transit District

meet your board



District President, Harry A. Faulk, is the nominee of the 28 cities in the Northeast Corridor approved by the City Selection Committee for membership on the Board of the S•C•R•T•D.

A member of the Pomona City Council since 1959, Faulk has served as the municipality's Mayor since 1963. For more than 20 years he has been active in the civic, fraternal and philanthropic activities in the Pomona area, serving as president of the Pomona Chamber of Commerce, past exalted ruler of the Pomona Elks Lodge, past grand master of the Pomona Council, Knights of Columbus and as a member of the Board of the Pomona Red Cross and Pomona Community Chest.



Mark Boyar, Supervisor Ernest E. Debs' appointment to the S•C•R•T•D Board, brings to the new transit board valuable experience as a member of the M•T•A.

President of Metropolitan Development Corporation, Boyar has been one of the pioneers in the creation of many of Southern California's communities, including Lakewood. Boyar's public service has included memberships on the Governor's Advisory Board, the California State Chamber of Commerce and the Los Angeles Chamber of Commerce.



Appointed by Supervisor Burton W. Chace, was **Douglas A. Newcomb** recently retired as Superintendent of Schools for the Long Beach Unified School District. Long active as an educator and civic leader, Newcomb has also served as a member of the M•T•A board. While rising from teacher to superintendent in the Long Beach school system, Newcomb rendered service to a variety of professional and service organizations.

He has served as President of the Long Beach Rotary Club, Vice President of the Board of Directors of the Memorial Hospital of Long Beach, and is a vice president of the Board of Directors of the Long Beach Public Transportation Company.



Don C. McMillan, District vice president, appointee of Supervisor Warren M. Dorn to the Board of the Southern California Rapid Transit District, has many years of experience in government service.

For 15 years McMillan served as City Manager of Pasadena, also contributing to the community as a member of the California State Water Pollution Control Board and California State Disaster Council, the Los Angeles County and Cities Civil Defense Planning Board and the Los Angeles County and Cities Disaster and Civil Defense Commission.



Dr. Robert F. Brandon, a Burbank City Councilman and practicing dentist, was unanimously approved by the City Selection Committee as the Transit District representative for the Northwest Corridor's four cities.

A member of the Burbank City Council since 1959, Dr. Brandon formerly served on the Burbank Park and Recreation Board and has been active in a variety of other civic, Governmental and philanthropic endeavors.

The Burbank Realty Board in 1956 named Dr. Brandon as "Outstanding Citizen." An associate of the Valley Dental Society, Dr. Brandon has served as president of the Magnolia Park Optimists, on the Board of Directors of the Red Cross, the Symphony Association and the Coordinating Council.



Appointed by Los Angeles Mayor Samuel W. Yorty, **Martin Pollard** has been a pioneer in advancing the cause of rapid transit development in Southern California.

A member of the Board of the original M•T•A, established in 1951, Pollard also was on the last Board in 1964. His service with M•T•A included terms as Board Chairman and Treasurer. Pollard, a San Fernando Valley automobile dealer, has emphasized the need for balanced transportation to provide total mobility. He has stressed this importance in his service with chambers of commerce and as a member of the Los Angeles Airport Commission.



Howard P. Allen, vice president of the Southern California Edison Company, with service as a member of the Citizens' Rapid Transit Action Committee, was named to the Southern California Rapid Transit District Board by Supervisor Frank G. Bonelli.

He served with Edison as special assistant, a vice presidential assistant and special counsel prior to being named vice president.

The Board member graduated from Pomona College, where he was a Phi Beta Kappa, and from Stanford University Law School, where he served as assistant dean and assistant professor of law.



Gordon Hahn brings to the Transit District Board more than 17 years' experience in public service at the State and local level. Hahn was elected four times to the California Legislature as an Assemblyman and three times to the Los Angeles City Council.

Appointed by Supervisor Kenneth Hahn, **Gordon Hahn's** Los Angeles City Council service includes chairmanship of the State, County and Federal Affairs Committee as well as the Public Works Priority and Revenue and Taxation Committees.

A graduate of Los Angeles area schools, including Pepperdine College, Hahn chose not to run for re-election in 1963, entering private business as a real estate broker.



Dr. Norman Topping, appointed by Los Angeles Mayor Samuel W. Yorty, is President of the University of Southern California and served as Chairman of the Citizens' Rapid Transit Action Committee.

Dr. Topping relinquished his position as Vice President for Medical Affairs for the University of Pennsylvania to return to his university and medical school alma mater, U.S.C., as President. In heading the oldest and largest private co-educational university in the West, has spearheaded development of a Master Plan for U.S.C. He has been active in many professional and civic organizations, civic and business organizations and serves as a director of the Los Angeles Chamber of Commerce.



Kermit M. Bill, a Southeast Corridor representative on the S•C•R•T•D Board, is a City Councilman in Huntington Park, where he has resided for more than 48 years.

Unanimously approved by the City Selection Committee as the representative of the Southeast Corridor's 25 cities, Bill is active in real estate brokerage and appraising in Huntington Park, Vernon and the Commerce Area.

First elected to the Huntington Park City Council in 1956, Bill served as the municipality's mayor from 1957 to 1960.

Bill is a director of the League of California Cities, Los Angeles County Division, serving on the group's Transportation Committee, and also is a director of the Independent Cities of Los Angeles County.



Leonard Horwin, a City Selection Committee appointee to the Board of the Southern California Rapid Transit, serves as Mayor of Beverly Hills, where he practices law.

Horwin was nominated as a member of the S•C•R•T•D Board from the Central and Southwest Corridor, which includes 16 cities, and unanimously approved by the City Selection Committee.

A resident of Los Angeles County for nearly a quarter of a century, Horwin is a graduate of the University of California at Los Angeles and received his legal education at the Yale Law School, ranking first in the Class of 1936.



Now 64-5A

a welcome to



district is transit operator and planner



THOMAS M. REES

Now that the Rees-Carrell Legislation creating the Southern California Rapid Transit District is law, it is hoped the new organization can be effective in developing much needed rapid transit for Southern California.

The S·C·R·T·D is a product of local government cooperation. The major support for the legislation came from the Los Angeles County Division, League of

California Cities.

I believe this local, grass roots support is the healthiest factor we have introduced in many, many years to the problem of developing a publicly accepted rapid transit system.

Most certainly the new locally-appointed directors should be successful in selling the voters on the required rapid transit system and in developing a continuous, working relationship between the cities and county within the Southern California Rapid Transit District.

State Senator
Los Angeles



SAMUEL W. YORTY

One of the most critical problems facing the Los Angeles Metropolitan Area is development of a "Balanced Transportation" system. The real impact of the problem, and its effect on our lives, has not even begun to be felt.

Our continued progress as the nation's fastest growing metropolitan area demands that we construct a rapid transit system to

augment our freeways, highways and surface streets.

The San Francisco Bay Area has already given recognition to the relationship of transportation to population and economic growth. By approval of a ballot presentation for a \$700,000,000 transit system, Bay Area voters have enabled their region to continue its orderly growth.

Emergence of the new Southern California Rapid Transit District, with a board of locally appointed directors, provides the means for implementing rapid transit development in our area.

The 11 members of the Board represent all aspects of community life. They face a task that deserves the support of all citizens of Southern California.



TOM C. CARRELL

The first important step forward on the long march to better rapid transit in Southern California was taken with the passage of the Rees-Carrell Rapid Transit District Bill.

The next step must be taken by the people.

Recent history has demonstrated that no such system as is envisioned can be built, maintained and operated on the basis of projected farebox revenues alone. Land acquisition costs and construction costs and equipment costs will be vast before the first passenger is transported over the new system's lines.

The public must underwrite that cost through the approval of the sale of general obligation bonds.

The entire Southern California community stands to benefit from the completion of this vitally needed public project. If ever the familiar phrase, "public convenience and necessity," applied to a projected public utility, this rapid transit project must stand as a prime example of its applicability.

State Assemblyman
San Fernando



BURTON E. JONES

On behalf of the 76 member cities of the Los Angeles County Division of the League of California Cities we wish to extend to the new members of the Southern California Rapid Transit District Board our sincerest wishes for success as you assume the tremendous responsibility of planning for one of the vital links in our transportation needs.

As our urban population grows it becomes more imperative that rapid transit facilities will be needed to supplement our highway program. The added strain and congestion on our freeways can be visualized by doubling the amount of cars that are currently jamming our freeways during the peak hour rush.

A problem of monumental proportions exists today and it shall increase with each year until sound programs are advanced and carried out.

The citizens of Los Angeles County have asked that they be given local representation on the transit board, and this the legislature has done. The citizens have also asked that they be given the opportunity to solve this problem on the local level, and this opportunity has been granted. The responsibility now rests, not only with the members of the Southern California Rapid Transit District Board, but with every citizen of Los Angeles County. Because of these heavy responsibilities, our sincerest wishes for success in developing the guidelines for this transit program go to each of you.

President,
Los Angeles County Division
League of California Cities



WARREN M. DORN

Los Angeles County welcomes the newly-created, long-awaited Southern California Rapid Transit District to this area.

This locally-controlled district will be a definite asset to the county because, besides our freeways, we must develop a system which will complement other forms of transportation.

For years, the citizens of Los Angeles County have deserved such a system. Now that the Rapid Transit District has been established, we look forward to progress on the all-important transportation front.

The S·C·R·T·D Board of Directors is comprised of outstanding Southern Californians who are qualified to accomplish the goals of rapid transit.

Heartiest congratulations and best wishes for rapid success.

Chairman
Los Angeles County Board of
Supervisors

The Southern California Rapid Transit District – with the ability to provide the local direction deemed essential for construction of a rapid transit system – has emerged as transit operator and planner for the area.

"Born" August 22, the S·C·R·T·D assumed operation of the Los Angeles Metropolitan Transit Authority's four-county bus system November 5, following a directive from the California Legislature, which created the S·C·R·T·D.

In authoring the S·C·R·T·D Act, State Senator Thomas M. Rees, of Los Angeles, and Assemblyman Tom C. Carrell, of San Fernando, said "it is necessary to establish a Transit District governed by representatives of the governmental agencies in the Southern California area so that there will be sufficient power and authority to solve the area's transportation problem and provide the needed mass transit system."

The establishment of the S·C·R·T·D was described as one of the most important steps along the legislative track toward the building of a rapid transit system.

In 1951, the Los Angeles area's first State-created transit agency – the M·T·A – was established with a Board of Directors appointed by the Governor.

With the coming of the S·C·R·T·D, locally-elected officials on the County and City level have now fulfilled a vital role in the charting of a plan of action for "Balanced Transportation."

The Rapid Transit District, with its transit planners on the job, is providing the local direction deemed essential by civic, governmental, and business leaders of the area.

This, together with other prerequisites for implementing rapid transit construction, were included in the Rees-Carrell Bill.

One of the paramount features of the new Act is the requirement for a locally-appointed, 11-member Board to direct the activities of the District, as compared to the former seven-member M·T·A Board named by the Governor.

The Los Angeles County Board of Supervisors has named five members of the Board – Howard P. Allen, Mark Boyar, Gordon R. Hahn, Don C. McMillan and Douglas A. Newcomb – each representing a different supervisorial district.

Two S·C·R·T·D Board members – Martin Pollard and Dr. Norman Topping – have been named by Los Angeles Mayor Samuel W. Yorty with the consent of the City Council, while four – Kermit M. Bill, Dr. Robert F. Brandon, Harry A. Faull, and Leonard Horwin – have been named by the special City Selection Committee representing outlying municipalities.

Thousands of affected citizens are now closely linked with the problems involved in operating a far-flung metropolitan bus network.

Their thinking, action and support will be the determining factor in the months ahead on the Southern California rapid transit scene. The home-

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oilman supports transit

Members of the new Southern California Rapid Transit District Board were formally introduced to the community-at-large at a special Transportation Day program in the Coconut Grove of Los Angeles' Ambassador Hotel.

More than 600 civic, business and governmental leaders attended the Salute to Transit, sponsored by the Los Angeles Junior Chamber of Commerce.

Clifford E. Hathaway, Junior Chamber president, described the audience as "the greatest single assemblage of civic officials for a transit meeting in Southern California history."

Those who served as Metropolitan Transit Authority Board members from 1951 through 1964 also were honored.

Featured speaker at the event was Robert M. Jenney, of Boston, Massachusetts, operator of more than 600 New England area gas stations.

Outlining the "inherent dangers in the lack of 'Balanced Transportation,'" Jenney said "One-dimensional accessibility is destroying the mobility of many American cities."

"Only when we realize that one-dimensional accessibility not only conflicts with mobility but also destroys mobility," Jenney added, "do we clearly see the compelling need for a two-dimensional system of balanced transportation."

"An entirely separate second dimension to mobility is provided by rail rapid transit.

"Rail rapid transit takes the overload off our overworked freeway systems. And only when the compelling need for this second dimension is made apparent are we able to effectively start the formidable task of gaining this balance."

Jenney, in undertaking a balanced transportation crusade running against his company's immediate self-interest — the sale of gasoline — has won national attention.

"Recent experiences," he added, "have made it abundantly clear that unless we are able to solve the transportation problem, we will bog down and stunt the vitality of our great cities, making all the other problems of the cities ever so much more difficult.

"We have finally come to realize that complete dependence on the automobile is not a solution to our transportation problem.

"We have let the insatiable appetite of the automobile for more and more space develop to the point where it must be held in check.

"We now recognize this insatiable appetite as a cannibalization effect that is destroying the character of our cities."

Winner of numerous awards for contributions to balanced transportation, Jenney further told those at the Transit Salute:

"Transportation is the circulation system of the city that keeps its life blood flowing.

"As in any circulation system it is the main arteries that are the critical ones.

"What rail rapid transit does is to provide the city with a second and independent set of main arteries to help handle the ever-increasing pressure on the motor vehicle arteries."

board approves staff officers



C. M. GILLISS

Recommendation of permanent executive staff appointments for new Southern California Rapid Transit District were approved October 21.

Appointment of C. M. Gilliss as S·C·R·T·D general manager; H. L. Black, treasurer-auditor, and Virginia L. Rees, secretary, followed the unanimous recommendation by the Officers (Personnel) Committee headed by the District's President, Harry A. Faull.

Gilliss, Black and Miss Rees held corresponding positions with the Metropolitan Transit Authority.

Consideration is still being given to the recommendation of a general counsel appointee, Faull, who also serves as Mayor of Pomona, said.

Retention of remaining M·T·A management and other employees including C. T. Bass, manager of transit operations, also was recommended, as provided for in the Legislative Act establishing the S·C·R·T·D.

Joining in the unanimous Personnel Committee recommendations were S·C·R·T·D Directors Don C. McMillan, Howard A. Allen, Kermit M. Bill, and Douglas A. Newcomb.

**SOUTHERN CALIFORNIA
RAPID TRANSIT DISTRICT**
1060 South Broadway
Los Angeles, Calif. 90015

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Directors

Harry A. Faull
President

Don C. McMillan
Vice President

Howard P. Allen
Kermit M. Bill
Mark Boyar

Dr. Robert F. Brandon
Gordon R. Hahn
Leonard Horwin
Douglas A. Newcomb
Martin Pollard
Dr. Norman Topping

•

C. M. Gilliss, General Manager
C. T. Bass, Manager of Transit Operations
Virginia L. Rees, Secretary
H. L. Black, Treasurer-Auditor
Ernest R. Gerlach, Chief Engineer
J. R. Gilstrap, Acting Director of Information

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Lawrence Avers, Editor
RTD Report

DISTRICT IS TRANSIT OPERATOR *continued from page 3*

rule concept — so important in American municipal life has been preserved.

Other provisions of the Transit Act: The District will have the right of Rapid Transit route selection, following a public hearing and approval by the District Board.

When 60 per cent of the voters approve, the S·C·R·T·D may issue general obligation bonds for construction of rapid transit.

The S·C·R·T·D will operate busses in Los Angeles, Orange, Riverside and San Bernardino Counties while limiting initial rapid transit development to Los Angeles County, as prescribed by the new Transit District Act.

Other Counties may request approval of the District Board for admission to the District for rapid transit development purposes.

The Antelope Valley, Catalina Island and the San Clemente Island portions of Los Angeles County are not part of the S·C·R·T·D under the new Act.