



# HEADWAY



Southern California Rapid Transit District

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## Ramps to Busway open at Del Mar Ave.

### 'Breakthrough' for rapid transit goes into law

A very important piece of legislation became effective Jan. 1 empowering RTD to place a District-wide referendum on the ballot which, if passed, would finance the local share of its proposed rapid transit program. Signed into law by Governor Ronald Reagan in October, Assembly Bill 1727 has been hailed by the District as a distinct breakthrough toward increased mobility for commuters in the Los Angeles Basin.

RTD President Thomas Neusom said area voters will now have the opportunity to vote in November on the District's two-fold program for transit improvement. The legislation, authored by State Assemblyman Joe A. Gonsalves of La Mirada, permits a vote on funding the local share required to build the first phase of the area-wide rapid transit system. If approved by a simple majority of the voters, the measure will authorize the Board of Directors of RTD to levy up to a one cent special sales tax within the District.

One half of the proceeds from the tax would be used exclusively for capital costs associated with the construction of a rapid transit system. The other half of the tax would be used to reduce bus fares to a flat 25 cent rate, and provide the District and municipal bus companies in the area with sufficient funds to expand and improve their existing systems during the rapid transit construction period.

If the referendum is passed for the local funding of the rapid transit system, the Urban Mass Transit Authority is expected to provide the remaining two-thirds of the project.

There are other key provisions set forth in A.B. 1727.

**Majority vote:** Reduces the vote requirement for passage of a special (continued on page two)

### 10¢ fare Jan. 20

In an effort to further acquaint Southern Californians with RTD services, the District will hold a 10 cent "Sample Sunday" Jan. 20. The once-only event will run from 5 a.m. to midnight.

While service normally available on Sundays amounts to 444 buses — 1/3 of those in service on weekdays — District officials indicate that the many seats available on most routes would enable RTD to handle most of the increased passenger riding without augmentation of normal Sunday service.

Operations Department supervisory (continued on page three)



### 'San Gabriel Connection' joins busway in midstream; big step into Stage II

San Gabriel Valley commuters took their first trip down the Del Mar on-ramp to the El Monte-Los Angeles Express Busway during its first full day of service Dec. 31. District personnel greeted passengers on the 52F, 53F, 63F and the 507 subscription bus and presented each patron with a pen engraved to commemorate the opening of the ramps.

Residents of the 62,000 homes in the area are now able to board buses in their neighborhoods on three new RTD routes which, by utilizing the new ramps, feed directly into the high-speed special bus lanes running down the center of the San Bernardino Freeway.

Officials of RTD hailed the opening of the ramps as not only a method of reducing commuting time, but as a way to combat the energy crisis.

"Since one bus is capable of removing 40 cars from the roads, the potential savings of scarce fuel are considerable," said Thomas Neusom, RTD president. "And the opening of the Del Mar access ramps means area residents no longer have to take their cars to our El Monte station to make connections to the Busway — they can catch our express buses at various locations near their homes and still save 18 to 20 minutes on the downtown trip."

General Manager Jack Gilstrap emphasized the new routes are not replacing any existing service; that all other bus lines in the area will continue.

"San Gabriel Valley residents have already demonstrated their support of the Busway concept," Gilstrap added. "A new all-time record was set December 4 when 5560 passengers commuted to Los Angeles that day via express buses. And between Thanksgiving and Christmas there was only one weekday when we hauled

fewer than 5000 passengers. The new Del Mar ramps should encourage even more commuters to ride the bus."

The completion of the Del Mar ramps in San Gabriel marks an important step taken into Stage II of the Busway construction. When complete, Stage II will provide an additional parking facility for 700 automobiles at the new El Monte Terminal, running the total capacity to 1400 spaces, and the construction of two on-line stations. One will be built at Cal State Los Angeles and the other at Los Angeles County-USC Medical Center.



The original seven miles of the Busway will then be extended four miles from the Long Beach Freeway to Mission Road. Another intermediate ramp, similar to the Del Mar ramp, will also be built to provide access from the Long Beach Freeway serving areas north and south of the Busway.

District officials have proposed to the City of Los Angeles that preferential curb-lane operation be granted buses on downtown surface streets to further reduce the time involved in getting bus commuters to their destinations, and increase the reliability of this expedited service.

## California 'Brake Down' won't affect arrival time

The state's new 55 mile per hour maximum speed limit went into effect last week, but the "California Brake Down" is not expected to affect the arrival times of RTD buses.

The new law, which will remain in effect until June 30, 1975, quickly passed both houses of the State Legislature and was signed by Governor Ronald Reagan early in December. Proponents of the measure estimate that it will save 300 million gallons of gasoline in California annually. They also anticipate that, in addition to conserving fuel, it will result in fewer accidents and, consequently, fewer injuries and deaths.

Buses serving the El Monte-Los Angeles Express Busway travel at the legal speed limit, now 55 m.p.h., except where restricted by the District to a lower speed for safety considerations. Busway operators also reduce their speed when weather conditions dictate slower operation.

The speed limit law also requires trucks, trailers, and "most buses" to travel in the right hand lanes of the state's major highways. RTD buses are already directed to operate in the two right hand lanes of Southern California freeways whenever possible.





## Throughout the District . . .

PERSONNEL DEPARTMENT'S Mary Sacre explains employe benefits to a group of division clerks assembled at Division 3 during a session of the Employee Relations Workshop. RTD division clerks, instructors and supervisors studied the application and interpretation of the United Transportation Union contract, employe benefits, and proper payroll reporting procedures as they rotated through two 2-hour working sessions.

## . . . people make things happen



CAROLYN FRANKLIN (formerly Carolyn Nall) happily shows off the money tree her fellow information clerks gave her as a wedding present. Carolyn was married Dec. 30 to Jay B. Franklin. From left to right are Gloria Riley, Gloria Cottrell, Madeline Van Leuvan, Carolyn Franklin, Ricci Alford, and Rae Richardson.



JOHN LONG, passenger service director at the El Monte Station (seated), received some important visitors recently when Superintendent of Transportation Johnny Johnston (left) led State Senators James R. Mills and Al-

fred E. Alquist on a tour of the terminal. After inspecting the facilities, the two senators boarded an RTD Freeway Flyer for the express trip to downtown Los Angeles via the bus-only lanes on the San Bernardino Freeway.



ASSEMBLYMAN Joe A. Gonsalves (D-La Mirada, left) accepts a citation and fare box from RTD President

Thomas Neusom in recognition for his continuing legislative efforts toward improved public transportation.

## A. B. 1727

(continued from page one)

sales tax from 60 percent to a simple majority.

**Gas tax diversion:** Anticipates that gas tax revenues will become available to help fund the construction of the rapid transit system.

**Sales tax reduction:** Ten years after the tax is levied which supports the capital costs of system construc-

tion, the District is required to submit a report to the State Legislature setting forth procedures by which the tax would be reduced.

**Audit of District activities:** Each year, CALTRANS and the Joint Legislative Audit Committee may audit activities and programs of the District.

## HEADWAY

Volume 1 Number 2

Published by and for the employes of the Southern California Rapid Transit District. Send stories, photos, or just the facts to Patrick Barry, Editor, Public Information Department, 1060 S. Broadway, Los Angeles, California 90015.

## Entertainment sought

Everything is all set for RTD's annual Management Dinner, scheduled for Jan. 14 at Rudi's Italian Restaurant — everything except the entertainment, that is. If any group of employes or their acquaintances are willing to sing or play for their supper, contact HEADWAY at Ext. 431.



## Rapid transit to bring hundreds of bus jobs

Southern California's riding public has a great deal at stake when RTD's rapid transit referendum is presented to Los Angeles County voters this year, but no one has more to gain than the District's own employees. Besides creating thousands of jobs directly related to the construction of the system itself, the proposal also calls for an immediate expansion of RTD's bus service, which means new contract and non-contract promotional opportunities and greater seniority for current contract personnel.

The passage of the proposition would provide RTD with funds to increase its bus fleet by 1100 units. To operate and maintain the new buses, the District could require the additional services of up to 2000 operators, 500 maintenance personnel, and 500 clerical, supervisory and administrative employees.

"The many new non-contract supervisory and management positions that would be established would, of course, be filled, whenever possible, with our own qualified personnel," said Personnel Director Byron Lewis.

Since the District's 10 operating divisions cannot presently maintain the additional equipment and personnel, they would have to be ex-

panded or new divisions would have to be built. It is estimated that the equivalent of six new divisions would be built and manned with the capacity to operate and maintain 230 buses each. The District's main overhaul facilities would have to be enlarged by approximately 75 percent.

Described as the largest public works ballot proposition in state history, the referendum is expected to create 10,000 jobs related to the construction of the rapid transit system.

In the twelve year interim between the start of rapid transit construction and the beginning of full revenue passenger service on the recommended rapid transit system, the consultant project team has recommended a comprehensive program of bus service improvements.

Already included in this short range improvement program are the El Monte-Los Angeles Express Busway, the new West Valley-CBD Financial Center Subscription Commuter Service (first of a continuing and expanded program of "subscription" services), and the Bus Service Improvement Program begun last spring in the San Fernando Valley and elsewhere.

## Series E and H Bonds now yield higher interest

The White House has announced that all Series E and H Savings Bonds purchased on or after Dec. 1, 1973, will now earn 6 percent when held to maturity. Savings Bonds have been earning 5½ percent when held to maturity.

The annual rate on Savings Bonds and Savings Notes not yet mature is also increased by the same amount. Twenty-three million Americans presently holding more than \$60 billion in Savings Bonds and Notes will receive an additional ½ percent return on their present Bonds. No action on the part of Savings Bond or Note holders is necessary to take advantage of the higher rate.

Commenting on the increase, Treasury Secretary George P. Shultz noted that the Savings Bond program has been a cornerstone of Treasury's debt management program.

The maturity of Series E Bonds sold after Dec. 1 will be shortened from 5 years 10 months to 5 years. The purchase price of new Bonds will remain unchanged.

Payroll deduction forms for participation in the District's U.S. Savings Bonds program are available to employees at their supervisor's office. Call the Personnel Department for further information regarding the program.

## Comet-watchers' hopes dim

RTD employees will be able to get their best look at what is left of the comet Kohoutek (pronounced Kah-HOE-tek) now through Jan. 15 when it passes the earth on a trip it makes once every 50,000 years. Astronomers recommend a high vantage point with a clear view to the southwest for the best look at the 4.6

billion year old celestial body. The best time for viewing will be after sunset and before moonrise, and a pair of binoculars should help.

RTD Line 95 provides service to the Griffith Park Observatory via Vermont Avenue where the planetarium will present "Mysteries of Great Comets" through February 10.

## 10¢ Sample

(continued from page one)

personnel will be closely observing the public response to "Sample Sunday" to determine the effect of such a fare reduction on service needs on particular routes as well as its effects on revenue and costs.

A flat 25-cent fare is contemplated by Assembly Bill 1727, and this test will give the District an opportunity to

evaluate the cost and effect on service requirements of a flat fare.

Additionally, greater use of public transportation, particularly on Sunday when gasoline stations are being closed, provides the District with an opportunity to contribute to the alleviation of the energy crisis while at the same time minimizing the economic impact of the energy crisis on the community.



## Div. 8 operator cited by Board

Division 8's Morris Taylor has been presented with the "Operator of the Month" award in ceremonies during the Jan. 3 meeting of the Board of Directors. Taylor, a San Fernando resident was selected for the honor after the District received a glowing letter of commendation from one of his passengers.

The letter read, in part, "in spite of the heavy traffic and number of people boarding the bus, he was extremely courteous and helpful in telling people how to reach their destination. I was

impressed and amazed — he didn't lose his patience . . . So many people are new to the point that they depend on bus drivers to answer their questions. It's a joy to have them answered so pleasantly. I wish there were more drivers like him."

Director George Brewster, a city councilman for the city of Torrance, presented the award to Taylor on behalf of the Board. Taylor, now a two-time winner of the honor, operates on RTD's Pacoima-Van Nuys-Los Angeles line 93.

# What we're doing about the energy crisis.

## A special message from the Southern California Rapid Transit District.

The most difficult part of the energy crisis is admitting to ourselves that it's real, it's here and it's going to get a lot worse before it gets even a little better.

Let's face it. Gas restraints are going to come in one form or another. Our personal driving is going to be curtailed considerably. Getting from place to place could become a monumental problem. For the first time since horses became recreational vehicles, Southern Californians are going to have to give up their utter dependence on the automobile. And a great many people will have to turn to the only mass transit we have.

### You're going to ride the bus.

Before you turn pale and conjure up images of rickety, reconditioned Red Cars, we'd like to tell you what has happened to bus transportation in Southern California since you began going steady with a steering wheel.

### Large on comfort.

Riding the RTD isn't exactly like riding an old school bus. Today's ExtraCar is comfortable and smooth-riding. Many have air-conditioning, bucket seats, extra leg room, indirect lighting and space for parcels under seats. The modern bus is larger, more powerful and operates on clean-burning diesel fuel.

You'd be surprised how many people preferred commuting by ExtraCar even before gasoline became headline news.

### 600 thousand trips a day.

At the present time, the RTD operates 1,648 regular buses over 169 lines serving 180 communities. We cover 20,332 bus stops in Los Angeles, Orange, San Bernardino and Riverside Counties. We make 600,000 passenger trips a day.

But we know it's not enough. Especially now. There are places you'll want to go and times you'll want to travel that just aren't convenient by bus. We'd like to satisfy everyone's needs, but of course, that isn't possible. But with the addition of over 30 new lines and more than 200 new buses in the past fiscal year, we're certainly going more places than ever before. In fact, we are placing an order for another 300 new buses to upgrade the fleet.

Since 1972, we improved service in areas such as the San Fernando Valley and Central Los Angeles. We added bus lines in San Pedro and the city of Pomona to

our system. But it's still not enough. So we've been inaugurating special services as fast as we can plan them, pay for them and get them into operation.

### The special buses.

If you live in the San Gabriel Valley and work downtown Los Angeles, you can ride the new El Monte Busway. It travels in its own freeway lanes, makes the trip in less than 20 minutes and costs only 70¢ each way (less with a monthly pass). You can take a feeder bus from your neighborhood

to the El Monte Busway Terminal or drive the short distance in your car. Parking is ample and inexpensive.

If you live in any other suburban area and work downtown Los Angeles, you could take advantage of our new reserved-seat Subscription Bus service. ARCO was the first to establish subscription service for its employees, and other companies have followed. If you're interested, too, just have a company representative get in touch with the RTD and we'll tell him how 45 fellow employees can have their very own bus. Phone 749-6977, and ask for the Subscription Bus representative.

If you still can't resist taking the freeway, you can take one of our Freeway Flyers. These express ExtraCars can move you from here to there in no time. Not just to work, but shopping, visiting, sight-seeing, whatever reason you have to travel. If you still want to do a little driving, we'll meet you part-way. The RTD is planning Park-and-Ride facilities in many areas. There's one in operation at the Los Angeles Convention Center right now. You park in a reserved location and take a special bus to the central business district. If you just want to get around downtown Los Angeles, there's always the Mini-Bus. It goes just about anywhere you'd want to go and it only costs a dime. And during the summer, we operated special recreational Mini-Buses through Griffith Park and to beaches.

### Cheaper Than Driving

One reason many people have been taking the bus for years is the simple fact that it's so economical.

The basic fare in our district is 30¢. Senior citizens pay only

10¢. And students ride for 15¢. Extra zones cost 8¢ (5¢ for students). Transfers are 5¢.

Interestingly, our rates are exactly the same as they were in 1967. And almost the same as they were ten years ago.

Of course, if you're going to ride the bus with any consistency, you'll want to take advantage of our Monthly Pass or other special package rates. And you can charge it with your BankAmericard or Master Charge.

### Will the RTD run out of fuel?

We don't think so.

The Federal Government is giving top priority to mass transit for the use of diesel fuel. It makes good sense. While a bus uses enough fuel to power three automobiles, it can do the work of forty.



Looking at it another way, a bus gets 200 passenger miles to the gallon. Which kind makes it the world's largest economy car.

### How fast is rapid?

We're the first to admit, the bus isn't our ideal for Rapid Transit. But it's the best we've got. In 1968, the voters of Los Angeles turned down the opportunity to have a real Rapid Transit system. That means we lost four precious years of development and construction. But our planning has continued. And this year, we're going to get a second chance, because in November 1974, Rapid Transit will be back on the ballot.

Until then, the bus is the rapidest mass transit in Southern California. And we're doing everything we can to make it work for you.

### It's your bus.

The RTD is a public agency. It was created by mandate of the State Legislature. Its primary job is to be responsive to your transportation needs. In providing this service, we are dependent on local, state and federal funding. That means our plans

for service improvement and expansion are limited by available funds, yet we have made gratifying progress.

### More information.

There are two ways to get specific information about RTD bus service. By telephone or mail.

The RTD operates the largest telephone switchboard this side of the telephone company. We have 80 operators answering route and timetable questions 18 hours a day, 7 days a week. If you've called and gotten a busy signal, it's because hundreds of other callers are holding. Please try again. Our special Los Angeles information number is (213) 747-4455. Please check your directory for the number in your local area.

For more complete information, we urge

you to use the coupon below. It will get you a free Rider's Kit with a comprehensive bus line map, plus fare, route and special service information.

We want to help you use and enjoy an RTD bus. The best way we know is by keeping you informed about our progress, our plans and service with messages like this.

We certainly hope this announcement and others like it will help to alleviate your personal energy crisis.

Mail to: Southern California Rapid Transit District  
Public Information Department  
1060 So. Broadway  
Los Angeles, Calif. 90015

Please send me the following:

- A free RTD Rider's Kit  
 Information on this route:  
I want to travel

from \_\_\_\_\_  
(closest major intersection or street address/community)

to \_\_\_\_\_  
(closest major intersection or street address/community)  
Normal travel times \_\_\_\_\_ a.m. \_\_\_\_\_ p.m.

I'm interested in RTD mainly for:

- Commuting to work  For shopping  
 Recreation  Other \_\_\_\_\_

Tell me more about Subscription Bus service

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_

Zip \_\_\_\_\_

KEYING ON READERS' "personal energy crisis," the District has placed this advertisement in local metropolitan newspapers as a first step toward informing the public on exactly what RTD is, what it is not, and what it hopes to accomplish in Southern California. A series of ads will follow encouraging the public's use of the existing system with the remainder that rapid transit will be on the ballot again in November. Coupons from the ad have been pouring into the Public Information Department at a 600-per-day clip.

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