

(Editor's Note: The following are excerpts from a statement made by Jack R. Gilstrap, RTD general manager, as presented to the RTD Board of Directors on Tuesday, November 19, which addresses RTD's plans for the future.)

Over the past few years the District has added 22 new lines; 600 new one-way route miles; increased its fleet by over 400 buses; and stepped in to fill the voids created by the failure of five private carriers, thus maintaining transit service in Watts, East Los Angeles, San Pedro, Inglewood and Pasadena. We have initiated more innovative transit services than any other bus system in the Country, including the Freeway Flyer, Downtown Minibus, Park and Ride Service, Subscription Bus service and the highly successful El Monte Busway Program.

The first contraflow lane in Los Angeles was established on Spring Street just a few months ago.

The Street Fleet bus service to the beaches from inland communities was established just this last summer.

Within the past few months we have increased our operating fleet by over 250 buses which are being

used to handle the increased passenger loads resulting from the highly successful 10¢ Sunday and 25¢ Flat Fare programs.

In addition to these service activities the District has continued an aggressive training program that is now producing trained middle-management people who will one day be the back bone of this operation. Our Affirmative Action Program in the top three employment levels has led to a 38.8% increase in minorities.

A very important service improvement program now under development is the joint Los Angeles County-RTD effort to obtain the use of existing rail tracks for commuter service in Los Angeles County. Within the next few weeks we expect to file a petition with the Public Utilities Commission in regard to this matter. Further, we are working with the County to seek railroad approval and Amtrak participation in the early implementation of a test commuter rail operation on the Santa Fe track be-

tween Orange County and Los Angeles County.

Turning to the bus system, within days the first 300 new buses ordered last spring will be going into regular service.

Our first double-deck bus has arrived in New York and is on its way to Los Angeles. The RTD is the initiator in the experimental use of this type of bus of contemporary design which has the capability of increasing driver productivity by nearly 40%.

An additional 40 minibuses are now on order for the expansion of the downtown minibus program and for special purpose use in providing transit service to the physically handicapped under a program already authorized by your Board of Directors.

We believe we are close to finalizing plans for a new Park and Ride operation in the Santa Monica area using exclusive bus and carpool lanes on the Santa Monica Freeway. A

Hollywood Freeway exclusive lane operation is also under development with the help of the California Department of Transportation (CALTRANS).

The 25¢ Flat Fare funding by the County for this year provides for the experimental operation of grid bus systems in the San Fernando Valley and South Central Los Angeles, and the implementation of an experimental saturation bus service on Fairfax Avenue, doubling the service on the line by cutting headways from 12 to 6 minutes between Wilshire and Sunset Blvds.

Since the District first qualified for capital assistance under the Urban Mass Transportation Act of 1969, we have embarked on improvement programs totaling \$140 million, of which nearly \$43 million have come from highway funds for the Busway. Nearly \$106 million have been expended or committed leaving a balance of \$34 million yet to be committed.

Later this fiscal year, we will be filing an application to UMTA to fund further improvements and expansion, because as our fleet grows, so do our needs for transportation and  
(continued on page two)

## 'We're moving right along'



# HEAD



# WAY

Southern California Rapid Transit District

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## RTD Board oks new services

### Long Beach

A park and ride facility has been approved by the RTD's Board of Directors at the Circle Drive-in Theatre located at Ximeno Avenue and Pacific Coast Highway, just off the San Diego Freeway. For just \$12 a month, Long Beach commuters can park in the drive-in lot under the watchful eye of the security guard, and board RTD Line 755 for the non-stop trip into Los Angeles.

### Line 180

A new line has been authorized for service between Chatsworth and Fallbrook Square in the West Valley via Canoga Park and Woodland Hills. This line, which has been designated as Line 180, provides service on thirty-minute frequencies between 6 a.m. and 8 p.m., Monday through Saturday. On Sundays, the line operates on hourly headways between 8:30 a.m. and 7 p.m.

### Line 139

On Saturday, Nov. 2, Line 139 (Chatsworth - Northridge - Panorama City - Van Nuys) was extended from its present Sherman Oaks terminal westward along Victory Blvd. to stop near the Promenade Shopping Center in Woodland Hills.

Buses will reach stops every 30 minutes, Monday through Saturday, from 6:00 a.m. to 7:00 p.m. and passenger pick-ups will be made every hour on Sundays and holidays from 8:30 a.m. to 7:00 p.m.

The improved Line 139 will go along Ventura Blvd. to Sepulveda and north on Sepulveda to Victory Blvd.

where it will head west. The line will go south along De Soto Ave. and west along Oxnard St. and will end at Erwin St. and Glade Ave., near Promenade.

Frequencies on Line 93, which runs between Pacoima, Van Nuys and Los Angeles, will be improved between Van Nuys and Pacoima providing 30-minute frequencies instead of the current hourly service.

### Line 150

Santa Monica will be linked with Los Angeles International Airport and Long Beach as the Southern California Rapid Transit District began local bus service on its new Line 150. On Sunday, Oct. 27, Line 150 began its run through 12 beach communities and provided connections with 48 intersecting bus lines.

Line 150 leaves Second Street and Santa Monica Blvd. every two hours beginning at 7:35 a.m. daily. The trip to Los Angeles International Airport takes approximately 30 minutes from Santa Monica. The entire trip to Long Beach costs just 25 cents.

Daily bus service will be available from Cudahy to the Marina del Rey area when RTD extended its Line 46 on Nov. 3. The Line, which commences in Cudahy at Cecelia St. and Wilcox Ave. is extended past East Florence Ave. and West Slauson Ave. to Marina del Rey via Fox Hills in Culver City.

### Line 46

The additional portion of Line 46 provides weekday service, from approximately 6 a.m. to 7:30 p.m., every 20 minutes to Fox Hills and every hour to the Marina. Saturday

service will operate every half hour to Fox Hills, with hourly service to the Marina. The Sunday schedule for Line 46 will not be changed.

### Hospital Station

RTD's Los Angeles County USC-Medical Center station, one of the two on-line stations to augment the El Monte Busway, began its new service to Los Angeles residents on Sunday, Nov. 3.

The official opening of the new station was Monday, Nov. 4.

The first on-line station to be put along the El Monte Busway, the Medical Center Station will provide easier access to the USC County Medical complex, County offices, and residences in the area.

The El Monte-Los Angeles Busway now provides service to approximately 11,000 passengers. The new station is expected to increase this number significantly. A second Busway, on-line station, in the vicinity of California State University, is expected to be completed toward the end of the year.

Buses will be leaving every 2 to 5 minutes during weekday peak hours. The first bus commences at 5:30 a.m. (5:50 a.m. and 6:20 a.m., respectively, on Saturdays and Sundays) with the last trip ending at 1:15 a.m. Weekend and off-peak hour buses will continue to service the Hospital station at frequent intervals. Busway buses will glide past traffic bound motorists on exclusive bus lanes on the San Bernardino Freeway. Autos are currently losing the rush-hour commuting race by 10 to 20 minutes.

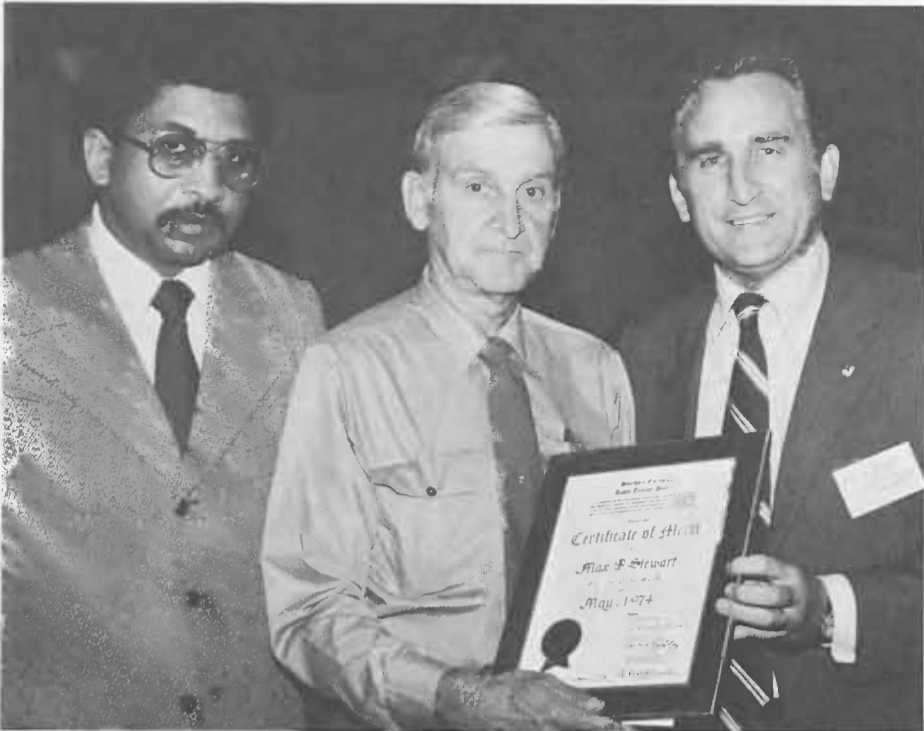


Win a one week, all expense paid, Hawaiian vacation for two!  
How?

Simply by being courteous.

The Southern California Rapid Transit District will initiate a courtesy program for the District's "Front Line" sales people . . . bus drivers, ticket clerks and telephone information operators. The program, referred to as "Professional People Pleasers" or the "Please Corps", will take into consideration all letters and cards of commendation during a six month period, beginning Monday, Nov. 25. During this period, employees receiving commendations will receive certificates good toward the exchange of Blue Chip stamp merchandise. Members of the division or unit having the highest percentage of employees receiving commendations are entitled to an all-expense paid trip to either Magic Mountain, Disneyland, Knott's Berry Farm, Universal Studios or Sea World, at the end of six months. All employees, receiving at least one commendation will be eligible for their names to become a part of the drawing for the Hawaiian vacation.

Join RTD's "Please Corps" today!



CONGRATULATING DIVISION 7's Max Stewart upon being selected Operator of the Month are from left, Wes McCarns, manager of Division 7 and RTD Director George Brewster. Stewart, who drives RTD Line 94 which runs from downtown Los Angeles along Santa Monica Boulevard to West Hollywood, has also earned a 25-year safety award.



RTD DIRECTOR Arthur Baldonado presents the Operator of the Month award to Division 2's R. J. Alexander who is a 20-year safety award recipient and drives RTD Line 140 along Arizona Avenue, which runs from First Avenue and Rowan Avenue to Whittier Boulevard and Brannick Avenue in the East Los Angeles area.

## Creative dreams decorate Gertie's retirement plans

Ever try taking a piece of sandwich bread, without the crust, and transforming it into a beautiful flower?

Gertie Vest did.

But, Gertie can do just about anything with her hands. Whether it be folding lovely ribbon roses, crocheting cute poodle pups or constructing a pretty three-dimensional girl for the top of a brooch.

Gertrude "Gertie" Vest has been with the Southern California Rapid Transit District since August 1947. She is presently employed as a passenger service representative. What you may not know is that Gertie, besides being efficient in her duties at RDT, is also a skilled craftsman.

"My grandmother taught me to work with my hands as early as 5 years old," Vest said. "She started me with embroidery and crocheting, and I eventually began to make my own doll clothes."

From that point on Gertie never looked back. She set out to do every kind of creative handiwork ever mastered by artistic, human hands, including those of her grandmother.

"My grandmother had this rare shuttle (a weaving device) that was



Ms. Vest displays her handiwork.

used to make lace. I still have it and use it," said Vest. "The work done on the shuttle is called 'tating' and very few people are skilled at this ancient art today."

Gertie has so many innovative ideas that one is curious about her sources of motivation.

"I found myself trying to copy anything I saw in a picture or a crafts magazine," said Vest. "Eventually, I began to take art courses at a hobby store near my home in Carson City." She continues, "I've been taking classes now for three years and love it!"

Art classes have enabled Gertie to

expand upon her skills as an artist. It is no wonder that she manages to sell her wares almost as soon as she creates them.

"One day, years ago, someone saw one of my art projects and asked to buy it. Ever since then, I just put my things out where they can be seen and they're sold immediately."

Has everything been sold?

"All but my large, three-dimensional decoupage or, as the French say it, 'papier tole'. It is a huge picture of a vase of roses about the size of a large manuscript cover," she said. I only want to keep that particular item because it took me so long to

**'My grandmother taught me to work with my hands as early as 5 years old.'**

—Gertie Vest

complete it . . . about 17 hours."

If Ms. Vest can make something of that magnitude in 17 hours, how long would it take to make an average sized picture in tolling?

"About an hour," she said confidently.

Gertie Vest also has a dream.

"I would like to run my own little gift or hobby shop after I retire," said Ms. Vest with a smile. "It will give me a chance to continue developing my craftsmanship and to sell the articles I make on a mass scale."

Between now and the fulfillment of her dream, will Gertie simply continue to answer complaint letters sent to RTD and sell her dainty art work to family and friends?

"Oh no, I get plenty of recreation. I have a home in Mexico about 50 miles below Mexicali," said Vest. "It's right on the water and I sometimes visit with my friends. Other times, I stay on my patio and work with my crafts." She adds quickly, "If I'm not on my boat."

Suddenly the dream gift shop of Gertie Vest's does not seem so far off in the future. She is obviously a lady who makes all of her dreams come true.

## Gilstrap's statement

(continued from page one)

maintenance facilities.

In evaluating the impact of the strike on ridership we cannot readily make the usual comparison of one period compared to another because of the effect of the flat fare. Our best estimates are that present passenger volume is approximately 8% below that of the period immediately preceding the strike. If, however, we give weight to the normal seasonal trends in riding, we would estimate that we are 15% below anticipated levels had the strike not occurred. Because of the strike, it is now necessary for us to intensify our marketing and advertising effort.

Today, the defeat of Proposition A has brought forward the same old frustration among elected officials.

And again, instead of centering on the agency's fundamental fiscal inadequacy, the attention is directed at the agency's policy structure, a much safer course politically.

The scene in Washington, D.C., is equally active. It is expected the S.386, the compromise Senate-House legislation providing approximately \$11.8 billion in operating and capital assistance to transit over the next five years, will be considered in the lame duck session which reconvened November 18.

The defeat of Proposition A is not a rejection of the need for better public transportation. There is no doubt that the worsening condition of the national economy was the overriding issue leading to the defeat of this transit funding measure. An additional tax simply was not ac-

ceptable to the voters at this time.

Strong evidence of this fact is the election in June of this year when the voters in Los Angeles County did vote by a 61% majority to use a portion of the gasoline tax for rapid transit construction. It is to this source of funds we must look to begin construction of the desperately needed transit system.

In the general discussion of grade-separated, high-capacity transit, we must not forget the near-term project we are working on with the County, specifically the commuter rail experiment mentioned earlier.

Looking for the funding at the Federal level, we see how crucial it is that we obtain passage as soon as possible of major Federal aid legislation. If we assume that

S.386 passes, approximately \$1 to 1½ billion in capital assistance becomes available to the Los Angeles area over the next 5 to 6 years.

In summary, the loss of Proposition A is indeed disappointing, but not discouraging.

The need for transit improvement is no less pressing after this unsuccessful election. Service of transit dependent groups, potentials for auto diversions as a means to help dependent groups, potentials for auto diversions as a means to help achieve clean air goals, to reduce congestion and, most importantly, to conserve our fuels are critical, immediate community objectives.

We have an obligation to the Los Angeles metropolitan area. Our work is cut out for us, and we're under way.



## Pat Coen's action-riders reconstruct the old West.

Armed with 45-70 Springfield Carbine rifles, Colt 45's at their sides, the cavalry soldiers charge into the mass of brightly, painted Indian warriors.

A Hollywood western?

No, just Pat Coen and his friends doing their weekend thing.

Coen, a revenue clerk with the Southern California Rapid Transit District is a member of the 4th U.S. Cavalry, Troop B Memorial Exhibition group. "Our group travels around the country re-creating Cavalry-Indian skirmishes similar to those of the 1800's," said Coen.

A cavalry member since 1970, Coen left his original company and formed his own troop. The troop sometimes has as many as 10 members, but idealistically, he would like to have an entire regiment of 89 men.

"I follow the cavalry manual to the letter when practicing footdrills," said Coen. "We own most of our equipment, which includes over 50 items such as a horse grooming kit, prairie belt and campaign hat." Coen continues, "Some of the leatherwork for our saddles, I do myself."

The fourth cavalry includes several hobbyists who stage skits and Indian skirmishes at fairgrounds, rodeos, etc. Research is done in detail to authenticate nineteenth century costumes, lifestyles, battles and Indian culture.

Coen is looking forward to the Centennial of Custer's "Last Stand", to be held in South Dakota in 1976. "That's something that I'm really excited about," said Coen. "There will be troops coming there from all over."

A constant friend through the "war" years, has been Blue, Coen's trusty steed. (A likely name for a Union horse) Blue is fifteen and totally trained not to excite easily during cannon fire. "I probably would have

replaced Blue with a younger horse by now, if he weren't so perfectly trained," said Coen.

Women play a minor role in the public life of the fourth cavalry, Troop B. Coen, who became a newly-wed in July, contends that women sometimes get a chance to participate in dress balls. "My wife usually rents a costume for the balls. These are actually the only events in which she can actively participate." As for the possibility of a female regiment member, Coen says "Not in my troop! I would be glad to help any young lady who wishes to become a member of the drill troop, by referring her to several of the excellent, all-female drill teams in the Los Angeles area."

Coen's biggest peeve is television and its portrayal of the 19th Century war battles. "The costumes and artillery are all wrong," said Coen. "I find so many technical mistakes, that those shows are no fun to watch."

As an answer to the inadequacies of the current, box-office westerns, Coen in writing his own screenplay which, he feels, gives an accurate account of the Indian wars led by Geronimo. "I've seen all kinds of films on Geronimo and each one of them overlooked detailed authenticity in either costuming, location or historical background," said Coen. "Few films have been factual enough to warrant serious watching, mine will be different, but educational as well."

The fourth cavalry, Troop B is open to all males of all ages. show performances are scheduled on the week-ends. Practice is once a month, during which future engagements are discussed.

If you want more information about Pat Coen's drill team on horseback, contact: Pat Coen, 14435 1/2 Califa Street, Van Nuys, California.



PAT COEN (center) organized the 4th Cavalry, Troop B Memorial Exhibition group to re-enact Indian/Cavalry skirmishes of the 1800's. (Upper left) Coen, Bruce Dick, and

Chuck Yarbrough attack. (Upper right) Troop B, scouting at Sunset. (Lower left) Coen signals to advance. (Lower right) Troop B readies its arms for the enemy's approach.



# Making Headway . . .



**SMILING MEG PETERSON**, control accounting supervisor, celebrated her birthday on October 16th. Headway was present to congratulate her.

**ANY DAY NOW** — A well-wishing crowd packed a small conference room at 1060 S. Broadway to express cheerful wishes on Jane Bouffard's expectant baby, due at the end of November. Jane is secretary for the Planning Department's John Curtis and Howard Beaseley.



This new, European-designed double-deck bus is currently making a cross-country trip to Los Angeles. District has recently purchased the bi-level bus which seats 84 passengers with a grant from the Urban Mass Transportation Administration. It will make its maiden run on the El Monte-Los Angeles Busway.

Angela Martinez of the Schedule Department gave birth to a 5 lb. 9 ounce baby girl, Yolanda Margareta. Congratulations Angela!

The Schedule Department is really multiplying with another new baby. Proud father, Wally McDonald, has a son, Dale Boyd.

Hugh Van Patten and his wife, Joy, departed September 13 for a tour of eight European countries. Hugh is an operator in Division 4.

Congratulations to Dispatcher Randy Vaughn who was married to Andrianna Zambros on June 23 at the University Seventh Day Adventist Church. They will take a belated honeymoon-vacation for two weeks in the fall. Vaughn has been a District employee for 18 years.

We were all witnesses to Carrie Okimoto's shower on the pages of Headway, but now we can all join in and congratulate Carrie and her husband, Roy, on the birth of a 7 lb., 10 ounce girl, Kelly-Anne.

Fred Bader of the Maintenance Department has a new grandchild, Richard, who is fondly called "Ricky" by granddaddy.

On October 11, Al Holman (Planning) became a doting daddy with the birth of his son, Christopher Omari, 6 lbs., 12 ounces. Nice going, Al.

Pam Nieves of Personnel is the proud mother of a baby boy, Lance, who weighed 8 lbs., 11 ounces at birth. Right on, Pam!

The Rodger Carters (Rodger is in Engineering) recently gave birth to a baby boy, Jeffrey John.

Mr. and Mrs. Tom Brown (T. R. Brown in Transportation) are very happy over the arrival of their latest grandchild, Julie Ann, who was born to parents, Tom and Gayle Brown.



**30 YEARS AT RTD** — Marion Schneider was recently feted by her co-workers, after having been employed at the District for 30 years. Currently in Personnel, Marion worked 28 years for the Maintenance Department.

Hooray! For the News Bureau's own Pat Barry and his wife, Laurie, who did it up right with a 7 lb., 13 ounce, baby boy — Justin Edward.

Three generations of the Harter family are now at the RTD. R. L. Harter, who is an operator from Division 10, has been with the District for 29 years. His nephew, E. E. Harter is a 12 year employe, who is an operator from Division 8. And his sons, E.E. Jr., and Ronald are in training at divisions 10 and 8 respectively.

Delores Clifford, in Customer Information, proudly informed us that she was grandmother to a 6 lb., 24 ounce bundle of love. The new family member is Zachary James, who was born to Delores' son and his wife on September 13.

One of the European-styled, double deck buses, recently purchased by the District, is expected in Los Angeles towards the end of November. The bus, which is manufactured in Germany by Neoplan, accommodates 84 passengers. Upon completing its cross-country run from New York to Los Angeles, the double-decker is expected to make its debut with RTD on the El Monte-Los Angeles Busway. Two such buses have been ordered by the District in an effort to update public transportation in Los Angeles. The second bus is expected to arrive in the Southland around the beginning of the year.

## Rough year? Tax plan defers yearly payments.

The District offers a deferred compensation plan for all employees which permits the postponement of income taxes on the amount of pay deferred until retirement or leaving the District. This could represent a substantial tax savings to an individual if the deferred amount was not received until after retirement when the individual's tax bracket might be much lower.

The amount of pay deferred can be invested in one or two of the following options:

1. Bank deposit offering interest rates available to the District. The current rate is 9 $\frac{7}{8}$ %.
2. A fixed or variable annuity plan with one of the country's largest insurance companies.
3. Shares of mutual funds.

Participation in the plan is open only once each year, effective January 1st. Further information will be made available soon. Sign ups will be handled in December.



**IT WAS a family affair** at the recent bridal shower of PAX Operator Peggy Miller who became Mrs. Stanley Alan Wahl. Shown helping Peggy to celebrate the occasion, where much food and good spirits abounded, are Peggy's mother and sisters. Shown clockwise are: Edith, Peggy's Mother, Kathy, Charlotte, Denise, Peggy and Liz. Peggy, sister Liz and their mother Edith are all PAX operators for the District.

### HEADWAY

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