



HEADWAY

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Lack of LACTC funds could mean fare increase, service cuts GM tells board

The RTD Board of Directors has called for a joint meeting with the Los Angeles County Transportation Commission (LACTC) to discuss additional funding needed to avert a possible bus fare increase, which, if implemented, would be the second within a six-month period.

The board took the action January 10 following presentation of the annual State of the District report by General Manager Jack R. Gilstrap.

Citing a January 9 decision by LACTC to supply the District with \$3.3 million in additional funds from state sales tax revenues rather than the \$5.2 million RTD requested, Gilstrap said the board would either have to find additional

tax funding sources or consider raising fares, cutting service or a combination.

"While we would be extremely reluctant to have to take any steps towards raising fares or cutting service, it is of paramount importance that the financial integrity of the RTD must be maintained," said board President Marvin Holen.

During his report, Gilstrap pointed out that even if it should be necessary to raise fares later this year, the quality of an RTD bus ride will improve.

"By spring of 1981, we are scheduled to have 1,190 new buses on the streets," Gilstrap said. "Since our current bus fleet during rush hours numbers about 2,000, that means the rider will have better than a 50/50 chance of making

his or her trip on a brand new piece of equipment."

Presently, the average age of an RTD bus is 13 years, with many more than a quarter of a century old. Gilstrap said that the new buses will begin arriving in April of this year (230 buses ordered from Grumman-Flexible), while this fall the first of an order of 940 (the largest ever placed by a U.S. transit agency) will be delivered.

Gilstrap told the board that another aspect of the current financial situation, regardless of whether fares are increased or the LACTC provides additional funds, is the postponement of several major bus improvements that had been scheduled for later this year. "We will try to implement some

of the planned improvements, but it's apparent that we'll have to put in improvements over a period of years rather than all at once this fall as we had hoped," Gilstrap said.

"I think the saddest fact is that here we are in Los Angeles, the third largest transit carrier in the nation, contemplating service cuts and more fare increases in the face of growing public demand for service as the energy situation worsens," the General Manager said.

Gilstrap told the meeting that the District should be implementing new programs such as expanded local service and additional park-and-ride facilities instead of looking at ways to reduce service.

LARGEST BUS ORDER EVER!

General Motors gets contract for 940 buses

In what was greeted as the largest bus order ever made by a single transit agency in the United States, the RTD Board of Directors awarded a contract for 940 Advanced Design Buses to the lowest bidder, General Motors Corporation.

Cost of the total contract will be nearly \$147 million or \$141,280 per bus.

Eighty per cent of the funding for the order will be provided by the Urban Mass Transportation Administration as part of a previously approved 1,200 bus procurement

grant authorized for the District.

To supply the 20 per cent local matching funds required by the Federal government, the District sold Equipment Trust Certificates by sealed bid to investment firms. This unique funding method, previously used mainly for the purchase

of rail cars or airplanes, is similar to a mortgage, with the equipment purchased used to secure the loan.

Only two bids were received by the District on the 940-bus order. **(Please turn to page 3)**



RTD bound

The District will begin receiving 940 of the RTS buses made by General Motors beginning in October of this year. The order, awarded late in January, is believed to be the largest single bus order ever placed by a U.S. transit agency. Certainly the dollar value of the contract — \$147 million — sets a record.

Signs point the way for Valley riders

The RTD's new four-sided bus stop information sign was unveiled January 9 by Mayor Tom Bradley and RTD officials before a gathering of civic leaders in Van Nuys. The new signs, to be tested in the Valley, include a route map and bus line service information, dramatically increasing their usefulness to riders.

The San Fernando Valley is the first region to receive the new bus stop signs, but eventually new signs will be installed at all of RTD's 30,000 bus stops system-wide.

Consisting of four 8" by 32" panels mounted onto a steel cage and attached to the standard RTD bus stop post, the new signs were designed by Saul Bass/Herb Yager and Associates in Los Angeles. The first 3,500 signs, being manufactured by Watco Identification Systems, Inc. of Shelbyville, Tenn., are expected to be in place throughout the Valley by spring.

With black lettering against a bright yellow background, the new signs will provide RTD riders with **(Please turn to page 3)**

TRIPPERS

SURVEY

In January, South Bay area residents employed at Rockwell, Hughes, and Aerosapce/SAMSO were asked to participate in an RTD transit survey that could help bring new, improved bus service to the El Segundo Employment Center.

"The purpose of the survey is to obtain additional information on the commuting habits of workers in the El Segundo Employment Center so that future plans for bus transportation in the area will better meet their needs," explained Lenwood Howell, RTD associate planner.

The survey was mailed directly to each employee's home with a prepaid reply envelope for returning the completed survey. Howell said that in order to update and expand the present District service to the center, it is necessary to maintain an ongoing evaluation process.

"The level of public transportation awareness has been enhanced," said Howell, "and the energy crisis is encouraging commuters to take a good look at the cost saving advantages of bus transportation."

DEBUTANTE

Division 7 operator Elijah Banks, Jr. is extremely proud of his daughter, and he certainly has ample reason to be. Miss Tracey Marie Banks has managed to cram a lot of accomplishment into her 17 years, not the least of which is her recent acceptance to prestigious Dartmouth College where she will attend in August.

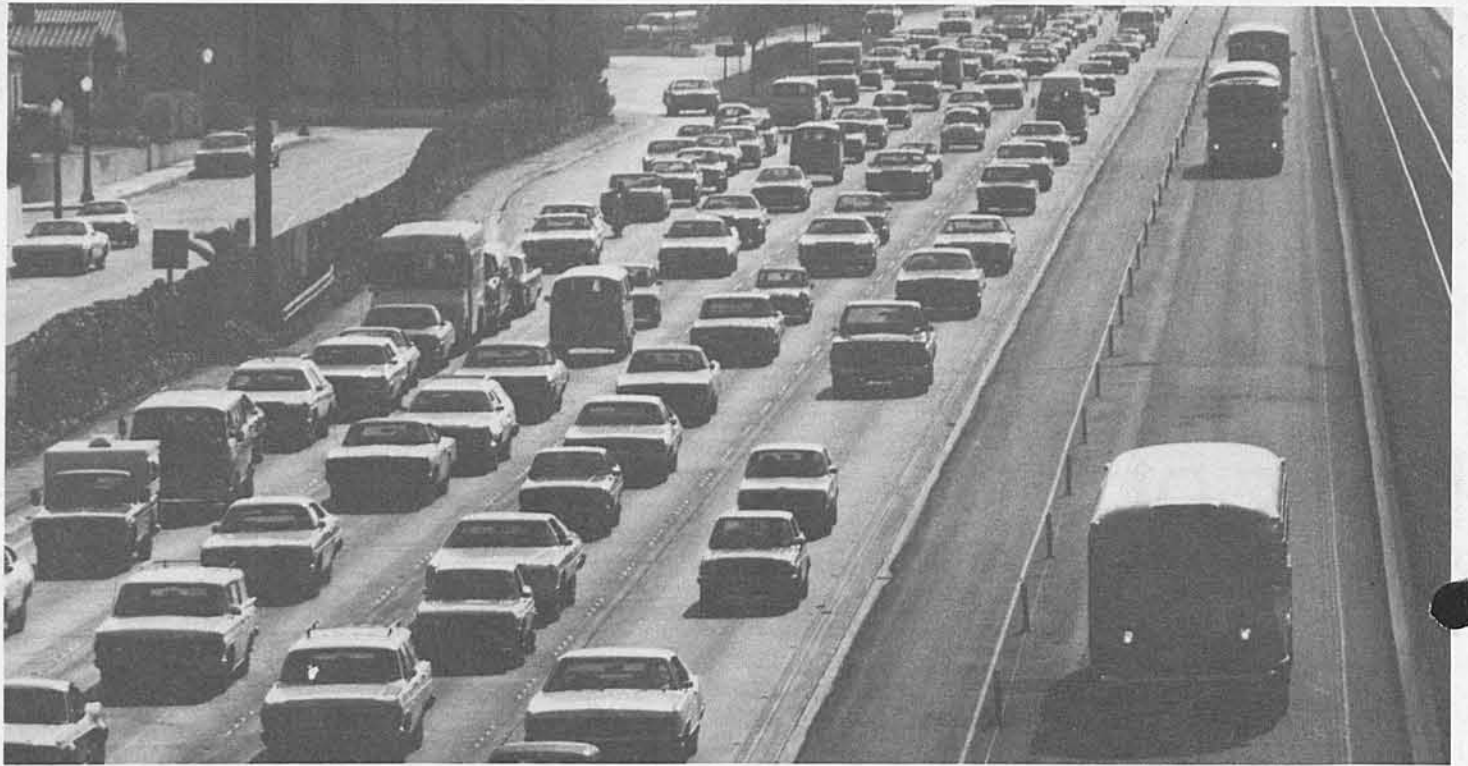
Currently a student at the Westridge School for Girls in Pasadena, the Pittsburgh, Pennsylvania, native participates on the school's drill team, dance troupe, prom committee, tennis team and was selected to be a senior mathematics intern. Her prep school honors resulted in her inclusion in the 1979 edition of Who's Who Among High School Students in America.

Tracey recently had her coming out at the 3rd Annual Christian Debutante Presentation. Her outside activities include employment as a teen model on the Bullock's Pasadena Teen Advisory Board, secretary of the Torrance Medical Explorer Group and membership in the United States Tennis Association. Keenly interested in French language and culture (she traveled through France in 1977), Tracey hopes to pursue a goal in international business and economics.

MR. CHAIRMAN

Donald M. Gardner, Senior Electrical Engineer for RTD, has been appointed Chairman of the Advanced Technology Committee for the American Public Transit Association (APTA). Gardner, who joined the District in 1972 after serving as Chief of Electrical Engineering for Walt Disney Productions' WED Enterprises Division, is currently responsible for subsystems and operations criteria for the rapid transit starter line.

While with WED Enterprises Division, Gardner was responsible for new electrical designs for shows, transportation systems and vehicles at Disneyland and Walt Disney World. He directed the electrical design for the Disney Monorail System and monorail trains in each location, in addition to water craft, trams, steam trains and other vehicles.



Even after five years, the Busway proves to be a moving experience

1st commuter: Did you see this article on public transportation plans for Los Angeles? They're trying to decide between light rail, heavy rail or a busway.

2nd commuter: What's a busway?

1st commuter: Oh, about 15 tons.

On February 18 of this year the Los Angeles-El Monte Busway will be five years old. Sticklers for detail could rightfully point out that the busway is actually older than that since it was opened on an incremental basis with the first seven miles of the system placed in service in July of 1973.

But it was on February 18, 1975, that the final element was dedicated and the eleven-mile, two-lane roadway operated as a total system. A two-year test period of the Busway exclusively for buses began at that time, also.

One thing that has been established in the past five years is that the Busway has lived up to or exceeded its planned concept of moving commuters through one of the most heavily congested travel corridors in the Los Angeles area, according to RTD Principal Planner Ben Urban, who helps oversee Busway operations and periodically checks its pulse.

"It's been very successful in opening up the San Gabriel Valley for commuters," Urban says. "Recent counts show ridership averaging about 20,000 a day, in addition to which some 1,700 carpool vehicles are using the busway during each of the peak periods."

Building the Busway was a joint effort between Southern California Rapid Transit District, Caltrans, the Federal Highway Administration and UMTA. One of the major goals of the \$56 million project was to demonstrate that high-speed bus service would attract riders.

Ridership counts are a convenient way of measuring that success. When the first seven-mile segment opened in 1973, daily ridership was approximately 4,000. By the time the final segment opened ridership was up by 300 per cent to 12,000 per day. During the height of last May's gasoline shortage in California, ridership peaked at 25,000 per day. That might be just a drop in the bucket compared to the District-wide ridership figure of 1.4 million daily during that time, but it is a sizable increase over the 2,000 patrons the District carried through the corridor in pre-Busway days.

"There's no doubt that the highly visible speed with which patrons travel the Busway in full view of motorists trapped in peak hour traffic on the adjoining San Bernardino Freeway has contributed to the growth in ridership," Urban says.

It has also been an underlying goal of the Busway to demonstrate that preferential treatment of high-occupancy vehicles will induce a shift away from single-occupancy vehicles and, as a result, improve air quality and aid in the energy shortage.

Since its inception, minor modifications have been made in the Busway's operation, Urban points out. After the initial test period, carpools were allowed on the eastern portions of the Busway, beginning in late 1976. In June of the following year, vehicles carrying three or more people were allowed to use the entire length of the Busway during peak travel periods, the so-called rush hours (6 to 9 a.m. and 3 to 6 p.m.).

Today, the Busway consists of an 11-mile, two-lane roadway with three rapid transit stations. Commencing in the East at the El Monte Station, where a Park-and-Ride facility is located, the Busway occupies the median of the San Bernardino Freeway from El Monte to a point just east of the Long Beach Freeway interchange. Here the Busway crosses both freeways on an overhead ramp and parallels the San Bernardino Freeway to the north. West of the University Station the westbound Busway lane crosses over the eastbound lane, reversing the normal placement of the lanes. Moving on past the Hospital Station, the lanes remain reversed to the terminus at Mission Road, where vehicles mingle with the normal flow of traffic.

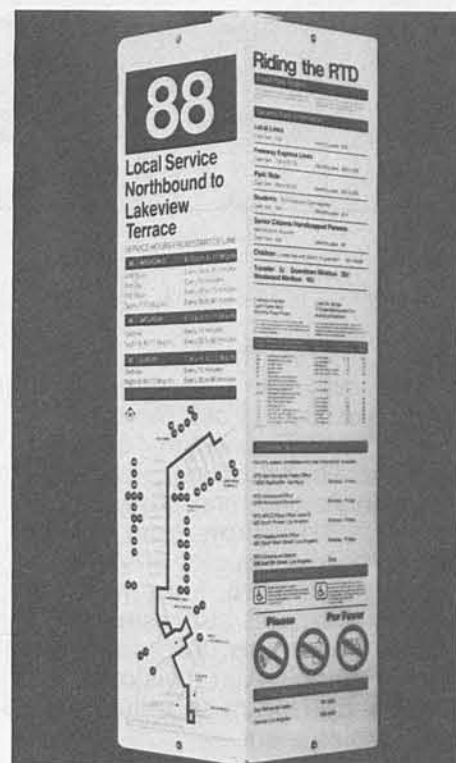
And the Busway is not through growing yet. Plans are underway by the District and Caltrans to extend the Busway the additional 1.4 miles to Union Station for easy commuter access to the Central Business District, trains or such planned modes of travel as the Wilshire Corridor Subway and the Downtown People Mover.

In the five years since its "birth," the Los Angeles-El Monte Busway has proven to be one of the premier rapid transit developments of the past decade in Los Angeles. It has made busway a household word for the tens of thousands of commuters who use it daily. And, its success has resulted in planned busways on the proposed Century Freeway and on some existing freeways to alleviate congestion.

Happy Birthday, Busway!



PROVING A POINT — Buses streak past peak hour traffic tie-ups in the special Busway lane (top photo). Service began five years ago this month with the University Station (above) still under construction.



INTRODUCTION — Los Angeles City Mayor Tom Bradley (left) gets together with RTD Board President Marvin Holen, Ruth Richter and General Manager Jack Gilstrap to introduce the District's new bus stop

sign information program. The new signs, like the one pictured at right, will be placed at some 3,500 bus stops in the San Fernando Valley before being introduced systemwide.

IN SAN FERNANDO VALLEY

RTD unveils new information sign program

(Continued from page 1)

the bus line number, direction of travel, destination, fare information, route map with transfer points, span of daily service and approximate interval time for buses during peak and non-peak hours of operation. Portions of the information panel will be printed in Spanish.

"Part of the challenge in providing public transportation for Los Angeles County residents, with their traditional dependence on the personal automobile, is creating a climate of confidence with new rid-

ers," commented Marvin Holen, RTD president. "These new information signs will do that. They give the rider the specific route, fare and transfer information he needs, at the point he needs it most — where and when he gets on the bus."

The new signs are also expected to reduce some of the more than 10,000 calls daily to the RTD's 24-hour Transit Information line, Holen added.

Marketing studies show that before new riders board a bus they are concerned with questions such as: Is this the right bus? Where is it

going? Where can I transfer? How much is the fare? When does the last bus run? By displaying this information on its new bus stop sign, the RTD intends to eliminate the first, uncomfortable moments for new riders.

Bus stops serving 31 RTD lines in the Valley will receive the new signs in early 1980, at a total cost of \$242,000 starting with Line 88 along Van Nuys Boulevard. Funding for the information signs comes

from an Urban Mass Transportation Administration (UMTA) grant.

The new signs are part of RTD's ongoing programs to make bus travel as easy and convenient as possible.

Jack Gilstrap, RTD general manager said, "Our new sign, with the most complete transit information possible, is part of our commitment to serve the public's transit needs in the 1980's, when more and more people will be using public transportation."

GMC HAS LOW BID

RTS's coming to RTD

(Continued from page 1)

The second was from Grumman Flexible Corporation, whose base bid was \$147,495 per bus or \$6,215 higher than the General Motors bid. That represents more than a \$6 million difference between the two bids.

"The bid prices received for this procurement are substantially higher than those of a year ago, when, on December 28, 1978, Grumman Flexible was low bidder at \$121,217," said Manager of Operations Sam Black.

Black said the more than 16 per cent increase could be explained partially by inflation rate since December, 1978. Additionally, Black

points out that this latest order of buses will include electronic headsigns, which adds nearly four thousand dollars to the price of each bus.

Each of the 940 buses will also be equipped with automatic wheelchair lifts for the handicapped. However, unlike the GFC 870 buses due this spring and the current AM General lift-equipped buses, which have lifts in the front doorway, the General Motors Corporation buses have the lift at the rear door.

According to General Motors representative Don Johnson, delivery of the 940 buses should begin in October, 1980, and conclude by March, 1981.

Divisions get new look . . . management-wise

Unless you work at RTD's operating facility in Sun Valley, you have probably noticed by now that you have a new division transportation manager. However, what you may not know is that, with the exception of Division 15, so does everyone else in the District.

As of Sunday, January 6, all of the District's operating facilities were assigned new Division Transportation Managers, with the exception of George Marsala, who will remain at Division 15.

According to Bill Foster, Deputy Manager of Operations and Acting General Superintendent of Transportation, the shuffle was brought about for a variety of reasons, not the least of which was retirements.

"We have had or will have several retirees among our transportation managers," Foster explained. "Ralph Costello and Art Begg recently retired and George Michaels is scheduled to retire early this year."

Foster added that the District likes its management personnel to receive a broad based knowledge of the District's service area.

"Some of the division managers have been in the same place for four or five years and these moves will be beneficial to their experience and exposure," Foster said.

Following is a rundown of the new managerial assignments by division, with the manager's previ-

ous division in parentheses, and the assistants, some of whom remain at the same division.

At Division 1 on 6th and Central in downtown Los Angeles, Ben T. Lynum (Division 9) with assistants T.D. Walker and H. P. Maguire.

At Division 2 on 16th and San Pedro in Los Angeles, Lawrence L. Johnson (Division 6's Acting Transportation Manager) with assistants A.J. Taylor and J.I. Adams.

At Division 3 in Highland Park, Gerry D. Woods (Division 8) with assistants R. Wilson and F. Janulewicz.

At Division 5 in South Central Los Angeles, Wes D. McCarns (Division 3) with assistants J. Farley and L. Bailey.

At Division 6 in Venice, Gus Lopez (Division 7).

At Division 7 in West Los Angeles, Ernie C. Giaquinto (Division 5) with assistant W. Bables.

At Division 8 in Van Nuys, the Transportation Manager position is still vacant at presstime, and the assistant is H. Forrest.

At Division 9 in El Monte, J.J. McCullough (Division 18) with assistants B.D. Whittington and J.F. Cenderelli.

At Division 12 in Long Beach, George C. Michaels (Division 6) with assistant M.L. Drumright.

At Division 18 in the South Bay area, Paul J. Mahoney (Division 2) with assistant J.J. Bukowski.



GRAND OPENING — Mike Hartpence (standing) opens gift-wrapped bid proposals for 940 advanced design buses. Watching at the December 21 unwrapping were RTD's Frank Kirshner, GFC's Richard Davis, GMC's Don Johnson and District employees Barry Engleberg, Alan Nishimura and Mike Leahy.

SCHEDULE CHANGES

Moving Up

Arrie D. Albright, from traveling mopper-waxer to messenger clerk.
Gerald Alford, from mechanic C to mechanic B, division 18.
Richard R. Andersen, from staff assistant to planning analyst.
Terry M. Anderson, from opr. xtr. instr. v.o. to instructor of v.o.
Santiago Barrera, from mechanic C to mechanic B at division 3.
Richard Beeman, from mechanic B to mechanic A at division 3.
Wanda Bell, from schedule typist to schedule clerk.
James E. Bolton, from mechanic C to mechanic B at division 5.
Winston A. Buchanan, from mechanic C to mechanic B at division 2.
Salvador N. Bustos, from mechanic B to mechanic A at division 1.
Damon D. Cannon, from mechanic C to mechanic B at South Park.
Leonard W. Clark, from shipping

clerk to storekeeper.

Dana M. Coffey, from opr. ex. div. disp. at division 7 to div. disp. at division 6.

Theresa Gonzales, from typist clerk to schedule typist.

Carlito T. Hernandez, from stock clerk to shipping clerk.

Phillip J. Hudec, from shipping clerk to equip. rec. spec. at Division 8.

Daniel C. Medina, from messenger clerk to temp typist clk.

David Moore, from mechanic B to mechanic B leadman at Division 7.

Warren Moore, from property maint. B to property maint. A.

Kazuharu Mural, from mechanic A to mechanic A leadman at division 2.

Mary L. McGowan, from mopper-waxer to temp. cash clerk.

Elaine L. Nelson, from typist clerk to division steno in transportation general.

Francisco Perez, mechanic A to mechanic A leadman in maintenance general.

J.F. Purcell, schedule analyst to supr. schedule checkers.

Freddie D. Reeves, from key-punch opr. to data ct. spec.

Earl Rollins, Jr., from div. disp. ex. asst. D.M. to asst. div. trans. mgr.

Christopher R. Ross, from jr. stock clk. to stock clerk.

Norman Tamashiro, from mechanic C to mechanic B at division 3.

Konwood Thomas, Jr., from opr. ex. sch. chkr to schedule checker.

Charles R. Todd, from gen. clerk to relief tkt. clk.

Charles R. Todd, from relief tkt. clk. to svc. director.

Mark Van Volkenburg, information clk to ticket clerk.

Henry J. Wielandt, from junior stck. clk. to stock clerk.

Robert W. Wilks, from truck driver to shipping clerk.

Shifting Gears

William W. Bradley, 33 years. Operator at division 2.

Alfred R. Howe, 21 years. Operator at division 9.

James E. Martin, 22 years. Operator at division 3.

Evend Myren, 35 years. Operator at division 18.

James Allen Phelps, 36 years. Operator at division 1.

Oren A. Wellmerling, 32 years. Operator at division 9.

In Memoriam

Charles L. Campbell, former supervisor, passed away November 28. He joined the company in June, 1945, and retired in June, 1968.

Camillo Caringella, former mechanic A, passed away on November 23. He joined the company in October, 1952, and retired at division 18 in June, 1955.

Max Feldhorn, former operator, passed away on November 2. He joined the company in June, 1941, and retired at division 3-10 in June, 1965.

Sam Carnes Maye, Instructor of Vehicle Operations, passed away on December 5. He joined the company in October, 1963.

Forrest W. Meyette, operator at division 2, passed away on December 14. He joined the company in October, 1950.

John R. Moore, former operator, passed away on November 16. He joined the company in September, 1941, and retired from division 9 in September, 1971.

COMMENDATIONS

(Editor's note: Quoted below are excerpts from just a few of the hundreds of letters of commendation praising the actions of District operators which are received each month from passengers by the Customer Relations Department. All such letters are reported to the operator by his division manager and a copy of the letter is placed in the operator's personnel file).

Emily V. Ross, Line 44: "Although she is a petite young lady, she spoke up in a voice of authority and told a young fellow to put out his cigarette, that smoking is not permitted on the bus. Too often your drivers ignore the passenger with a cigarette. This young lady was also courteous and kind, with a Thank You when shown a bus pass and Have a Good Evening when the passenger left the bus. Many of your drivers could take a lesson from this lady."

Albert E. Troy, Line 83: "I was born and brought up in Los Angeles and have always ridden buses, but never in all my riding experience have I met a driver who so courteously and patiently explained all the problems of bus riding. He called every street, which very few drivers do. He explained how to take connecting buses to get to other destinations, he was courteous and patient with everyone."

Danny L. Fuselier, Line 88: "I am glad you have people like Danny Fuselier working for you. He was one of the most courteous and helpful bus drivers I have ever seen. If he had not been alert I would have left at a bus stop in Los Angeles. He saw me desperately trying to cross the street to get to his bus, which was bound for Los Angeles Airport. If he had not been trying to do the best thing for his company and its customers, we would have missed our plane. I cannot begin to express my thanks

for how nice Danny was to us. He was very nice, courteous and helpful. I would say he did the extra mile for his customers. It's being treated nicely by people like him that makes traveling enjoyable. He will probably never see us again, but I will always remember him and RTD." (This letter came from the Director of Vocational Education for the Humboldt, Tennessee, Department of Education).

W.E. Merriweather, Division 7: "The driver of the bus was a woman being instructed by a man, who I noticed was very polite and kind to people. When I got off the bus I noticed that my card case with credit cards and bus pass was missing. The line terminated nearby so I waited for its return and when it arrived Mr. Merriweather graciously handed me my card case, which I had dropped on the way out. All he would accept was a thank you. I wish to commend RTD for having such a man in your employ."

David L. Dukes, Line 860: "You have a fine driver on the run between Long Beach and Riverside. He is very courteous and helpful to his passengers. One woman gave him a bad time, but he went out of his way to calm her. The Riverside passengers are glad to have him do the driving for us."

John S. Pacheco, Line 86: "He showed kindness and consideration for an elderly man who had difficulty boarding the bus. He was carrying a suit case and a bag and shaking badly. I have seen drivers show anger and impatience in similar situations. The driver I speak of was so understanding as he waited for the man to slowly make his way to a side seat. Incidentally, he managed to avoid a car that made a quick turn in front of us. A great combination of kindness and sharp alertness. I ride buses so much and I have seen things that annoy me, so I feel I must speak up when I see something good. Perhaps a kind word will demonstrate to the drivers that people do notice and care."

Charles H. Reed, Line 5: "This letter is to commend the finest driver I have ever encountered in my 30 years of using Los Angeles buses! He helped me with route in-

formation as I was in unfamiliar territory, handled a few undesirable passengers who were smoking and playing radios by communicating verbally and all the while drove very smoothly and efficiently through heavy traffic. This cheerful, efficient employee is a credit to your company and the riding public would be lucky if there were more like him."

Fred A. Edwards, Line 871: "In any big city courtesy and kindness stand out. When a bus driver takes the time for a smile or a kind word or a pleasant good morning, it is like a cup of good coffee. It helps one to start the day with a bit of sunshine. Mr. Edwards' courtesy and efficiency have drawn my attention several times. He drives carefully and safely. He is patient with passengers. Such an employee is certainly a credit to the company fortunate enough to have him to represent them."

F.V. Washington, Division 7: "His courtesy was outstanding and when he stopped he did so right at the curb, which I can tell you from experience is very helpful, especially to older persons. When asked directions about transfers and the like he was very willing to explain. It was really a pleasure to be one of this helpful driver's passengers."

P.Y. Saavedra, Jr., Line 83: "He deserves the highest praise as being the most courteous, helpful and friendly bus driver, probably in all of Los Angeles, but at least on the Wilshire Boulevard line. I have taken your buses for the past 23 years. He goes out of his way to help senior citizens, is always friendly and very polite and I hope you will give him a big commendation. He deserves it."

Miguel A. Brambila, Line 42: "He handled his noontime, standing-room-only crowd of passengers with coolness, command, firmness and courtesy that I though worthy of comment. He was able to get everyone's cooperation as he helped the aged, the people with infants and the blind to exit conveniently despite crowds pushing to board at his major intersections. He spoke clear and simple Spanish to those needing instruction about the rear door exit."

Visits to divisions could make safety a shoo-in

The RTD Safety Department has arranged for "Shoemobile" service at all maintenance divisions. Beginning last month, a Knapp Shoemobile will make periodic visits to each division, carrying a sufficient stock to allow for on-the-spot fitting of safety shoes.

According to Director of Safety Joe Reyes, the service is being provided to District employees on a non-subsidized basis, with discounts in purchase prices going directly to the employee. For the employee's convenience, credit card and payroll deduction purchases have also been arranged.

Each division will be alerted two weeks prior to arrival of the Shoemobile. Posters, price lists and catalogues of stock items will be provided which give advance notice of each visit. The Shoemobile usually will stay at a division for four hours, overlapping the daytime and afternoon shifts.

"The District has arranged for this service to make it easier for employees to obtain safety shoes by cutting out shopping time and driving expenses," explains Reyes. "The Safety Department encourages employees to take full advantage of this service."

Purchasing at discount prices and conserving fuel costs means employees will save two ways, Reyes added.



No more 'get-ups' for District retirees

Retirement is a long-awaited milestone in the life of every working person and it rarely occurs without someone taking special note of it . . . at least at RTD. Just about everyone who retires is told how much he will be missed, if not at a special ceremony before the Board of Directors, then at simple cake-cutting parties with friends and co-workers.

Director Charles Storing (at left, top photo) presented congratulations and commemorative plaques (from left to right) James A. Phelps, 36 years; James E. Martin, 22 years; William W. Bradley, 33 years; Alfred R. Howe, 21 years and Evend Myren, 35 years.

In the photos below, Division 1 Transportation Manager Arthur Begg enjoys his retirement party at the New Otani Hotel, thrown by friends and associates who have worked with him the past 34 years. Pictured with Begg is his wife, Anna, and with Superintendent of Transportation Divisions Jack Greasby (right) and Division 1 Assistant Manager Ben Whittington.

In the photo at left, Superintendent of Transportation Services Geoff Diehl (center) officiated at a double retirement party for a pair from the dispatch center with a combination of 67 years of service. Supervisor Richard R. George (right) was celebrating 33 years with the District and its predecessors, while Radio Dispatcher John Gallagher was pulling the plug on his headset after 34 years with the company. Diehl expressed the feeling of every boss who has ever bid farewell to a long-time employee when he said, "We'll miss their years of experience, but I'm sure we won't realize how much until after they're gone."

Gus Levitt leaves it after 37 years

After 37 years on the job, serving public transit patrons in Southern California, Division 6's senior operator, Gus Levitt, is shifting gears into retirement. On his last day with the District, Levitt turns in his equipment to his division's Acting Transportation Manager Larry Johnson (right). And while the District will surely miss Gus' 37 years of experience and dependability, so will his customers. His regular passengers on Line 608 from Los Angeles to Malibu expressed their sentiments by throwing Gus a going away party that featured a bit of the bubbly and even a belly-dancer. Now that's going in style.



District salutes career success of employees



AWARDS — Director David Hayward (left) passes out certificates of merit and cash bonuses to Employees of the Month Joyce Cooper and J.C. Anderson as Manager of Customer Relations Bob Williams (rear) and Division 2's Masao Matsumoto watch. Operator of the Month Joseph May was unable to attend. Hayward, Mayor of Redondo Beach, made the employees Honorary Fire Marshalls of his city (note badges on lapels).

For the fine performance of their duties and their cooperative and pleasant attributes as individuals, three more RTD employees have had their names added to the District's honor roll for outstanding Employees of the Month.

Chosen Operator of the Month was Joseph W. May of Division 12, who has worked for the District and its predecessors since 1946. His outstanding record includes a 27-year safe driving award and a yearly commendation letter from the District for the past 25 years. He has proven himself competent, conscientious and an asset to the District.

Maintenance Employee of the Month J.C. Anderson of Division 2 is a perfect example of an employee who takes full advantage of the upward mobility available to District employees. He started with RTD as a Traveling Janitor in 1970 and within eight years was promoted to his present position as Mechanic-A. According to Milton Spencer, Maintenance Manager at Division 2, Anderson has always shown the ability to adjust easily to any given situation with little difficulty and he performs all tasks assigned to him in a competent manner.

Information Operator of the Month honors went to Joyce Cooper, who Manager of Customer Relations Bob Williams said has proven to be an asset to the Telephone Information Department. Joyce exceeds the standards set for the Telephone Information Clerk's work performance and she has a thorough knowledge of all District routes, schedules and fares. She works quickly but is also patient, listening attentively to her callers and showing much tact in dealing with patrons.

GRADUATION DAY

Mechanic Training Program yields 12 more

As the saying goes, good things come to those who wait and nobody was arguing with that when 12 members of the ninth Mechanic-C Training Program were feted at graduation ceremonies held in the sixth floor conference room at District Headquarters downtown.

District and union officials got together to recognize the accomplishment of the graduates, who 38 weeks ago were working for RTD as service attendants and Utility-A maintenance employees.

Receiving certificates of completion and messages of congratulations during the ceremony were Vincent Amico, Teofilo Ponce, John Hirth, Steve Mullaly, Jose Preciado, James Lane, Alan Brown, Cornelius McCoy, John McKemie, Rosendo Jaurequi, Joe Quesada and Warren Knox.

Participating in the graduation ceremony were RTD General Manager Jack Gilstrap; Jerry Long, president of the Amalgamated Transit Union (ATU) which represents District maintenance personnel; Manager of Operations Sam Black; Manager of Employee Relations John Wilkens; General Superintendent of Maintenance and Equipment L.R. Davis and Temporary Administrator of Employee Education, Training and Development Joann Bowman.



GRADUATION DAY — General Manager Jack Gilstrap (center) and Amalgamated Transit Union President Jerry Long (at Gilstrap's left) honored recent graduates of the Mechanic C Training Program. Other District officials participating in the ceremony included (from left) Manager of Employee Relations John Wilkens, Manager of Operations Sam Black, Program Instructor Bob Sevilla and General Superintendent of Maintenance and Equipment Rich Davis.

The unique training program includes 22 weeks of classroom instruction (with three-hour meetings twice a week) which the participants attend on their own time, followed by 16 weeks of on the job training around the District.

Topics covered during the course range from basic mechanic

knowledge of arithmetic, identification of tools and comprehension of maintenance manuals to studying fuel and electrical systems and obtaining a theoretical knowledge of pneumatics and hydraulics.

The graduation represented the ninth class to complete the program since RTD and the ATU be-

gan offering the annual course in 1971. Only 12 applicants are accepted from the ranks of the District's Utility-A and service attendant employees for each class to take advantage of this unique employment advancement opportunity.



Wedding bells

There were wedding bells ringing this past November when Jean Powells married Earl Williams. A surprise party was thrown for the couple by Jean's co-workers in the Schedule Department. Jean, seated in the midst of her friends, is a Graphic Artist, while husband Earl, not pictured, is a Special Agent for the District.



RTD is growing places

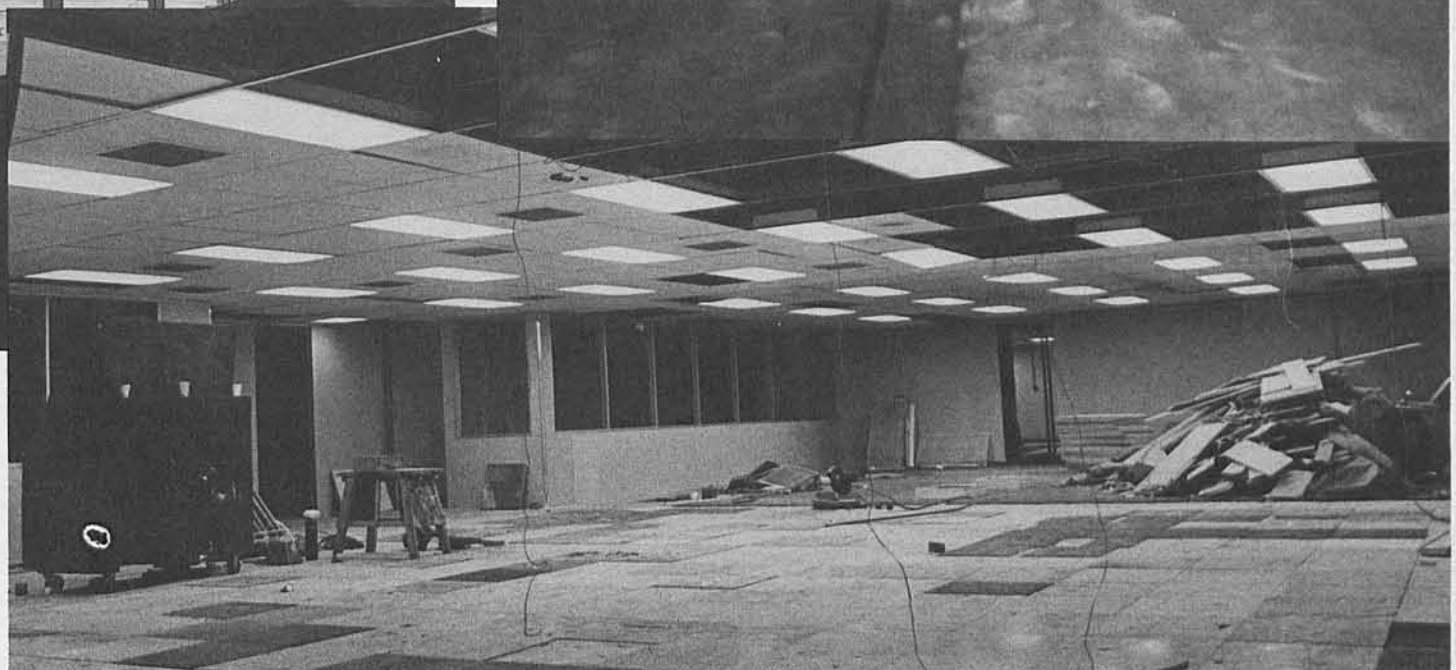
For years now, "RTD is Going Places" has been the District's slogan. Now, that slogan could well be paraphrased RTD is Growing Places. Throughout the District, projects that have been in the planning stages for months are leaping off the drawing boards and into reality. Some of the projects are designed to replace old or worn out facilities and equipment. Others are necessitated by the increased demand for public transit in Southern California. But, all of the projects will help the District to better meet the needs of its passengers.

At Division 3 in Highland Park (top photo) a new bus refueling and washing facility nears completion as the last load of concrete is poured. Planned to be in operation as early as March, the structure replaces current equipment that is almost as old as dirt.

On the sixth floor of District administrative headquarters at 425 South Main Street, downtown Los Angeles, a hole was cut through the wall and into an adjoining annex and a home for the Rapid Transit Department was born (at right). Rapid Transit will move into the approximately 14,000 square feet of office space, as soon as remodeling is completed, to begin preparation for preliminary engineering on the Wilshire Corridor Rail Rapid Transit Project. As one observer noted, the work on the sixth floor represents the first construction being done for the Wilshire subway.

Elsewhere in the administration building, workmen were knocking more holes through the wall and into the annex on the fourth floor to make way for an expanded Dispatch Center, which will nearly double in size. At present, workmen are merely ripping out worn materials and doing some structural modification (bottom photos). A special viewing room for visitors to watch the center operations is already taking shape. When it is completed in about three months it will be one of the only facilities of its kind in the nation.

And, there's much more growing on. For instance, at Division 2 an expansion of the Cash Counting Room is underway. At Division 6 in Ocean Park the combined transportation and maintenance building is undergoing a complete facelift. New fuel tanks have been installed at Division 9 and new employee parking lots are just about completed at Divisions 1 and 9.



RECREATION NEWS

That extra day might just be your lucky day

In case you hadn't heard, 1980 is a Leap Year and you can take full advantage of the extra day by planning now to go on the Leap Year Las Vegas Weekend from February 29 to March 2. For \$50 per person based on double occupancy you can enjoy roundtrip transportation by chartered coach, two nights at the Imperial West on the strip, shuttle service to the downtown casinos on Saturday, fun books and free chicken and champagne on the trip home. If you want to go you'll have to act fast. The money is due February 11.

There are a precious few spots still available for the February 23

fishing trip leaving from Oxnard. The cost is \$22 for District employees, \$28 for family members and guests.

If you were unable to make the above fishing trip, don't worry. The Recreation Department has you covered. There is a weekend trip planned for March 14-16 to San Felipe Beach Resort in Baja, California. The trip includes air fare from Los Angeles, two nights at the Econhotel (the newest hotel in San Felipe), welcome cocktails, free tennis and free entrance to the disco.

In addition, you can go fishing for Corvina and, hopefully, Totua-

va (a fish which is found only off San Felipe and certain parts of the African coast). If enough people are interested in fishing, arrangements will be made to charter a boat for Saturday at approximately \$9 per person.

This exciting weekend can be yours for only \$169 per person based on double occupancy. Reservation deadline is February 22 and money is due when reservations are made.

Well, the dust has finally settled in the Super Bowl and it's time to think about baseball again. And what better way to get things started than by attending the annual Freeway Series between the California Angels and the Los Angeles Dodgers, Sunday, April 6 at

Dodger Stadium. The \$3.50 will be discounted to \$2.50 for employees and their families.

A Backgammon Tournament is scheduled for March. Plan now to participate. Notices and entry blanks will be posted in your work locations during February. Keep checking those Rec Boards.

A new shipment of RTD T-Shirts has arrived. If you missed out on the color of your choice or simply wish to enhance your T-shirt collection, here's your chance. The shirts are available in adult and child sizes small, medium, large and extra large, in yellow, red, blue and sand. Still the best buy in town at only \$3.

New vacuums, new divisions, new year

The more things change, the more things remain the same. The old axiom could well apply to transit news in Southern California as one of the top stories from 25 years ago dealt with local bus operations meeting the demand for extra service to the Pasadena Tournament of Roses Parade in January, 1955. A total of 205 coaches were pressed into special service to meet the demand put on Metropolitan Coach Lines (MCL). For the first time, MCL's recently acquired Asbury Rapid Transit System figured as an important factor in Metro's New Year's Day operations in Pasadena, swelling the total passengers by 8,200 to 37,200 riders.

In other news, January 30, 1955, was a D-Day of sorts for MCL as they opened the new El Monte facility and initiated a division plan at that terminal with facilities for both maintenance and transportation. On the same day, Long Beach became a division point with Roland W. Kraftt as division foreman (Kraftt is currently RTD's Assistant to the General Superintendent of Transportation). At the new El Monte division, storage and maintenance facilities were provided for 127 coaches under A.L. Bristow, automotive division foreman; while the 190 operators were supervised by B.G. Curnutt, transportation division foreman.

Meanwhile, five large stationary vacuums, designed to clean out everything that's loose in-

side a bus in less than three minutes, were being built in Torrance. Terminals at Van Nuys, El Monte, Ocean Park, West Hollywood and Macy Street would each get one of the huge machines, with the first going to El Monte. The installed cost of each vacuum was \$5,100 and they were so situated that motor coaches would go from the vacuum to the bus washer without backing or unnecessary maneuvering. The operation was/is simple. With the two rear windows opened slightly, a huge opening is placed over the bus' front door. An employee with an air hose is inside and, as the vacuum fans are turned by two 7½ horsepower motors to draw air from the coach in a steady stream that dust cannot resist, the air hose is used to unodge stubborn paper and debris.

On January 20, Metro paid the City of Los Angeles more than \$98,000 to pave over the streetcar tracks on Hollywood Boulevard, on which motor coach service replaced rail in September, 1954. Overhead wires and poles were also removed as part of a reconstruction project to beautify the famous boulevard.

(Editor's note: This is the latest in an occasional series of articles looking back at stories of interest in the Los Angeles transit industry of 25 years ago. Source: Metro Coach News, Volume 2, Number 1, January-February, 1954).

RTD helps Pasadena celebrate new year

"All scheduled headways on all lines were maintained into and out of Pasadena." With that terse comment, Geoff Diehl, Superintendent of Transportation Services, summed up RTD's operations on New Year's Day to the Tournament of Roses Parade and the Rose Bowl Game.

The District operated 14 bus lines to transport visitors and residents to the parade, the football game and to the float displays in Victory Park in one of RTD's most successful January 1 operations in recent years. Beefing up service on 10 of its regular lines into Pasadena allowed RTD to help ease street congestion, traffic delays and parking problems, according to Diehl.

A special shuttle service was also operating in Pasadena to carry parade watchers to post-parade displays in Victory Park or on to the Rose Bowl Game. Fares were the normal 55 cents, except for three additional express service buses from the San Fernando Valley and Downtown which cost \$1 each way.

"Passenger travel both into and away from the Pasadena area showed an increase over 1979," said Diehl, who had anticipated that the pleasant weather and available parking might result in more people driving than taking the bus.

As it was, District buses and operators carried 7,253 passengers to Pasadena that day, a 10.9 per cent increase over the previous year. Some 6,500 passengers rode the bus home from the area, which was a 13.2 per cent increase over the previous year's statistics. In all, 139 buses were used.

The highwater mark for recent years, according to Diehl's figures, came in 1978 when heavy rains forced the closure of Brookside Golf Course, adjacent to the Rose Bowl, for use as a public parking space. That drove people onto District buses and resulted in a ridership figure of 13,176.

"Members of my staff worked many long hours in preparation for and in personally overseeing this year's operations and they are to be complimented," Diehl said. "Problems were held to a bare minimum. Operator and Traffic Loader cooperation was excellent and, as a result, the loading of passengers departing after the parade and football game was carried out with a minimum of delay."

Diehl also praised local law enforcement officials for the assistance they lent to the District's operations.

"Pasadena Police and the Los Angeles County Sheriff's Department did a superb job of controlling traffic and we received exceptional cooperation from these agencies in citing and removing illegally parked vehicles from bus storage areas," Diehl said.

No sooner were the statistics compiled for the New Year's Day operations than plans were begun to virtually repeat the process for the Superbowl Game in the Rose Bowl on January 20.

HEADWAY

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Editorial input and suggestions welcome. Deadline for receipt of editorial copy is the 14th of each month. Send black-and-white photographs only, please. Requests for photographic coverage of District events must be preceded by 72 hours notice.

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