



HEAD



WAY

Southern California Rapid Transit District

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Spring St. contra-flow lane goes 'right' way



Up to 45 buses an hour will soon fill the contra-flow lane

The June 3 target date for the opening of the Spring Street bus-only contra-flow lane may be moved up to May 19 if the City Traffic Department meets RTD's specifications for safety before then.

"Safety is our primary concern in the implementation and operation of the contra-flow service," said General Manager Jack Gilstrap. "We are working with the Traffic Department to insure the safety of everyone concerned — pedestrians, street traffic, bus riders and operators."

Since the legislation enabling the conversion of Spring Street was not passed until late March by the Los Angeles City Council, the June 3 date allowed two full months for all necessary preparations.

The contra-flow lane will run north on Spring between 9th and Macy Streets against the normal southbound one-way flow. Buses which normally run north on Main Street will be rerouted onto Spring to travel the 12-block stretch through the downtown area.

Rules of the road for two-way streets apply for autos turning onto Spring from intersecting streets, and for autos turning across the bus lane onto streets and into parking lots.

The safety of the contra-flow concept is well borne out by its successful operation in such cities as Chicago, Honolulu, Indianapolis, and San Juan, Puerto Rico.

RTD lines that will use the lane are the 24, 52, 56, 60, 63, 67/68, 69, 70/71, 401, 402, 403, 404 and 405. The contra-flow lane will be restricted to buses 24 hours a day.

The Spring Street experiment will be studied to determine its effectiveness and potential applicability as a means of providing expedited bus service on other downtown surface streets. The contra-flow lanes are part of RTD's immediate bus improvement program which also calls for preferential lanes on freeways for buses, as well as other innovations which will bring Los Angeles closer to the goal of establishing a balanced transportation system for the Basin.

Further reduction in fares granted to senior citizens

Beginning today, senior citizens may purchase a riding pass good for the remainder of May for \$4. When June passes go on sale at the end of the month, seniors will be able to buy them for just the \$4 charge. In action taken at the May 3 meeting of RTD's Board of Directors, the District agreed to provide the blind with free riding privileges immediately, and lower the seniors' pass for the remainder of May and the month of June. No change was made in the cash fares or transfer charges.

Busway readied for RTD

RTD drivers will begin training on the final four miles of the El Monte-Los Angeles Express Busway this week, and the bus-only lanes may be opened for passenger service as early as next week. The original target date was set for May 26.

The State Department of Transportation (CALTRANS) turned over the remaining portion of the Busway to RTD last week when it completed the installation of a bus-priority signal at the Mission Street Busway exit. Busway Flyers will now be able to enter downtown Los Angeles traffic

without having to stop at the bottom of the exit ramp.

"Commuting time was cut in half when we operated on just the first seven miles of the Busway," said John Wilkens, assistant manager of operations. "By traveling the full 11 miles from El Monte to Los Angeles, we ought to be able to cut Busway travel time to less than 15 minutes. It takes a car nearly 28 minutes to make the freeway trip during rush hour."

Ridership on the Busway has risen steadily since it began operation 10 months ago. RTD topped the 10,000 passenger-per-day mark late in April.

2 additional Park and Ride plants set to open today

Two more Park and Ride facilities open for business today serving commuters traveling to Los Angeles from the San Fernando Valley. Line 121-E will serve the Van Nuys Drive-in, and Line 24-E will serve the San Val Drive-in in Burbank, providing point-to-point commuter service to residents of both the central and east portions of the San Fernando Valley.

Another Park and Ride lot is currently being considered for possible use by the District in the South Bay area.

(continued on page two)

Subscription program expands

While RTD's flat fare program continues to dominate the headlines, one of the District's most successful commuter services is flourishing in the background.

By popular demand, RTD's Subscription Bus Service is being expanded to accommodate Los Angeles civic center employes. In an intensive marketing effort, state, county and municipal employes are receiving brochures detailing 14 subscription services the District is prepared to operate as the demand warrants.

Reservation forms in the brochures are now being processed in the Transportation Department, and a tentative date of June 3 has been set for the first day of the expanded service.

"We are currently carrying over 700 passengers on 17 subscription buses," said Johnny Johnston, superintendent of transportation. "Only two percent of our subscription ridership has fallen off since

the implementation of the 25-cent flat fare program, and considering the \$45 monthly fare for the service, that's a great endorsement."

Johnston added that subscription buses often compete with parallel 25-cent local service within Los Angeles County; yet the demand for subscription service continues to grow.

To reserve a subscription bus, a minimum of 35 people must request the service. The lines described in the civic center employe brochure serve Woodland Hills-Reseda-Van Nuys (Line 531); Northridge-Granada Hills-Pacoima-North Hollywood (Line 532); Altadena-Pasadena (line 533); Hacienda Heights-La Puente (line 534); La Mirada-Santa Fe Springs-Norwalk (Line 535); Cerritos-Artesia (line 536); San Pedro-Harbor City-Wilmington (Line 537); Westchester-West Los Angeles (Line 538); and Santa Monica-West Los Angeles (Line 539).



RTD's Subscription Service is holding its own during the 25-cent fare program

Conservation effort booms

RTD continues among the leaders in industry as it announced the results of last month's energy conservation efforts. In the period monitored, the District registered a healthy 29 percent reduction in electricity consumption over the same month last year.

LOCATIONS ORDERED TO CUT BACK 10% BY DEPARTMENT OF WATER & POWER

Division	Days Monitored	Base 1973	Consumption 1974	% of Reduction
1, 11	29	65,600 kwh	48,000 kwh	26.8
2	29	108,000	68,400	36.7
3, 10	29	71,230	57,825	18.8
4, 5	29	83,600	62,400	25.3
6	29	26,075	14,600	44.0
8	29	25,280	19,160	24.2
14	27	89,006	69,200	22.2
Transit Building	28	127,332	76,580	39.8
Macy St.	28	31,051	18,120	41.6
		627,174 kwh	434,285 kwh	30.7

LOCATIONS URGED TO CUT BACK 15% BY SOUTHERN CALIFORNIA EDISON CO.

Division	Days Monitored	Base 1973	Consumption 1974	% of Reduction
7	29	35,840 kwh	26,240 kwh	26.8
9	29	31,504	29,120	7.6
12	29	41,040	33,520	18.3
13	30	15,680	9,280	40.8
		124,064 kwh	98,160 kwh	20.9

% of Reduction — Department of Water & Power 30.7
 % of Reduction — Edison 20.9
 % of Reduction — RTD Systemwide 29.1



DIRECTOR Hugh Carter presents Operator of the Month awards to Division 2's Fred Happel (left) and Division 11's Robert Heaton (right) during ceremonies preceding the April 23 meeting of the Board of Directors. Happel operates on Line 111 from Huntington Park to Bellflower, and Heaton operates on Line 58 from Santa Ana to Los Angeles.

2 District operators honored by RTD Board of Directors

RTD's Board of Directors has honored two veteran drivers with the Operator of the Month award. February's award was presented to Fred Happel of Division 2, and March's to Robert Heaton of Division 11. Both men represent 74 years of public transit experience in Southern California.

Happel, a South Gate resident, has won several other driving honors including the 1957 "Operator of the Year" award, and a 28-year safety award. Hap-

pel drives on RTD's Line 111 from Huntington Park to Bellflower. He has worked for RTD and its predecessor agencies since 1934. An electronics buff, Happel builds and operates ham radio equipment as a hobby.

Division 11's Heaton has driven Line 58 for the last five years. He has also worked out of Divisions 12, 9 and 2 in his 34-year driving career, and has earned a 26-year safety award. Heaton lives in San Clemente.

\$7.4 million UMTA grant awarded for RTD projects

The Urban Mass Transportation Administration has awarded \$7.4 million for three District federal grant projects.

First, \$5.5 million has been added to the District's Capital Improvement Program. The funds will provide for 20 additional mini-buses, bringing the number purchased by the grant to 40, and the number in the mini-bus fleet to 59. Funds also allow for the construction of new maintenance facilities at Division 3 and the addition of new instructional facilities adjacent to the Transportation building. The funds will also provide for the decentralization of RTD's brake shop work.

Secondly, \$1.5 million has been added to the San Bernardino Busway grant to help meet the escalating construction

costs for the entire project, including the completion of facilities at Division 9.

The District has also announced that UMTA has awarded a new grant in the amount of \$240,000 for the acquisition and implementation of a computerized program for run cutting and scheduling commonly known as RUCUS. The RUCUS Program places RTD among the leaders in the transportation industry in the use of computerized scheduling techniques.

The District awarded contracts April 23 for 200 standard-sized transit buses, bringing the total number of buses currently on order to 320 (including the 20 additional mini-buses). The first 100 coaches, which were ordered April 2 will begin to arrive this fall.

Park and Ride

(continued from page one)

Each facility has 500 parking spaces available to RTD patrons for a monthly charge of just \$2. The daily parking fee is just 25-cents.

The La Mirada Drive-in and the San Gabriel Drive-in, which began operation May 1 as Park and Ride lots, have enjoyed growing success during the first two weeks of the program. Eight buses have been assigned to each facility and depart for Los Angeles every 15 minutes during the one hour and 45 minute peak hour period. Stops have been designated

downtown as pick up points for outbound passengers during the afternoon rush hour period. Line 58-E serves the La Mirada Drive-in, and Line 53-F serves the San Gabriel Drive-in located near the Del Mar ramp to the El Monte-Los Angeles Express Busway.

Except for the present low fare and parking fee, the Park and Ride program is independent of the 25-cent flat fare experiment and will continue its commuter service even if the current subsidy is withdrawn by the County of Los Angeles.

Energy conservation

A. F. Begg, Division 7, Transportation

"There has been good compliance with the request to conserve energy; in fact, we've been able to cut our consumption by about 20 percent. We have lowered the thermostat and we keep the lights off whenever possible in the transfer room and the train room."



Rollin Johnston, Division 7, Maintenance & Equipment

"Cooperation has been very good here during the energy conservation program. We're keeping off all power when we can, but we maintain safe working conditions at all times. Lights are turned off in the storage areas when not in use, as well as in the unit rooms. Mechanics even turn off the lights on the buses while they are being serviced."



Bill Kendall, Transit Building, 6th Floor

"Employees have confronted the energy crisis and have greeted the District's conservation effort with a very positive attitude. They have been very conscientious about turning off lights, adding machines and typewriters whenever they are not in use. It seems that the energy crisis has brought employees together in a common cause — we're all pulling together to conserve our energy supply."



Lights, camera, and plenty of action!

Have you seen the movie about the bus driver who comes to work, realizes he has forgotten his punch at home, and returns to his house only to find his wife in the arms of another man?

Jessie Davis has.

In fact Davis, who works the extra board at Division 7 in West Hollywood, wrote it, directed it, produced it, and even held the camera. That's how it all began in 1970 when he bought his first home movie camera. Since then, Davis has become immersed in a hobby that involves his family, many of his friends, and lots of his money.

"'Till Death Do Us Part' was my first movie," Davis smiled, tipping off the movie's ending. "It was a silent movie that had no script. I wrote it as I filmed it and worked from a story line in my head. Harvey Parnell, another Division 7 operator was the star."

Division 7 operators have starred in many of Davis' films. In his latest movie,



Davis behind the scenes

Davis cast 10 drivers in a take-off on "The Godfather" called "The Soulfather."

John Legans (now at Division 2) played the title role; Dobie Gillis played "Junior," the Soulfather's son who eventually takes over the mob; Ralph Washington played "Little Eddie," the Soulfather's gangland rival; and Dan Wilson, Clarence Adams, George Anderson, Ken Austin, Aubrey Echols, Loyd Bluford, and Pervies Ary (now at Division 12) starred as assorted henchmen. Deborah Evins, played Junior's wife.

Davis' films have come a long way technically since "Till Death Do Us Part." "My first Super 8 camera was stolen a couple of years ago, and when I replaced it I bought a little better camera. Then I was able to zoom in on the action and fade in and out of scenes," he recalled. "I shot 'The Soulfather' with an even newer camera, a sound camera."

Davis explained that now he not only has to edit the film, but also the audio. "I'm splicing in machine gun fire from a sound effects record in place of the rat-tat-tat of the toy guns we used in 'The Soulfather.'"

"It's a lot harder to shoot, too," he added. "Everyone has to rehearse and memorize their lines, and you can't start shooting until it is quiet."

Davis' "home" movies take him all over Los Angeles on location to parks, his home, his friends' homes, and parking lots. All his movies feature actors in full costume, and he develops the plots for his films by combining elements of other movies he has seen.

It is obvious that Davis would spend 24 hours a day on his hobby if he could. But since he has to make a living, he prefers driving a bus to almost anything. Yet he admits that he would like to work in the movie business someday. "I take classes on the weekend to become a stunt man," he said. "I guess I just enjoy every aspect of making movies."

Davis has displayed a lot of talent in his movie making. His second move, "Just My Imagination," starred pretty Dell Wright who appeared and disappeared mysteriously on the screen, thanks to Davis' special effects film techniques. The magic of "West Hollywood" marked Miss Wright's screen debut — the starlet fell head-over-heels in love with the producer-director-writer-camera man, and they were married soon after.

"Dell works behind the camera now," Davis grinned. "She's helping me prepare the script (his first formal script) for 'the big one' — 'The Black Connection.'"

So, if you see a couple of black detectives in full costume staked out in front of Division 7 in the near future, just walk by and act naturally. You might be on camera.



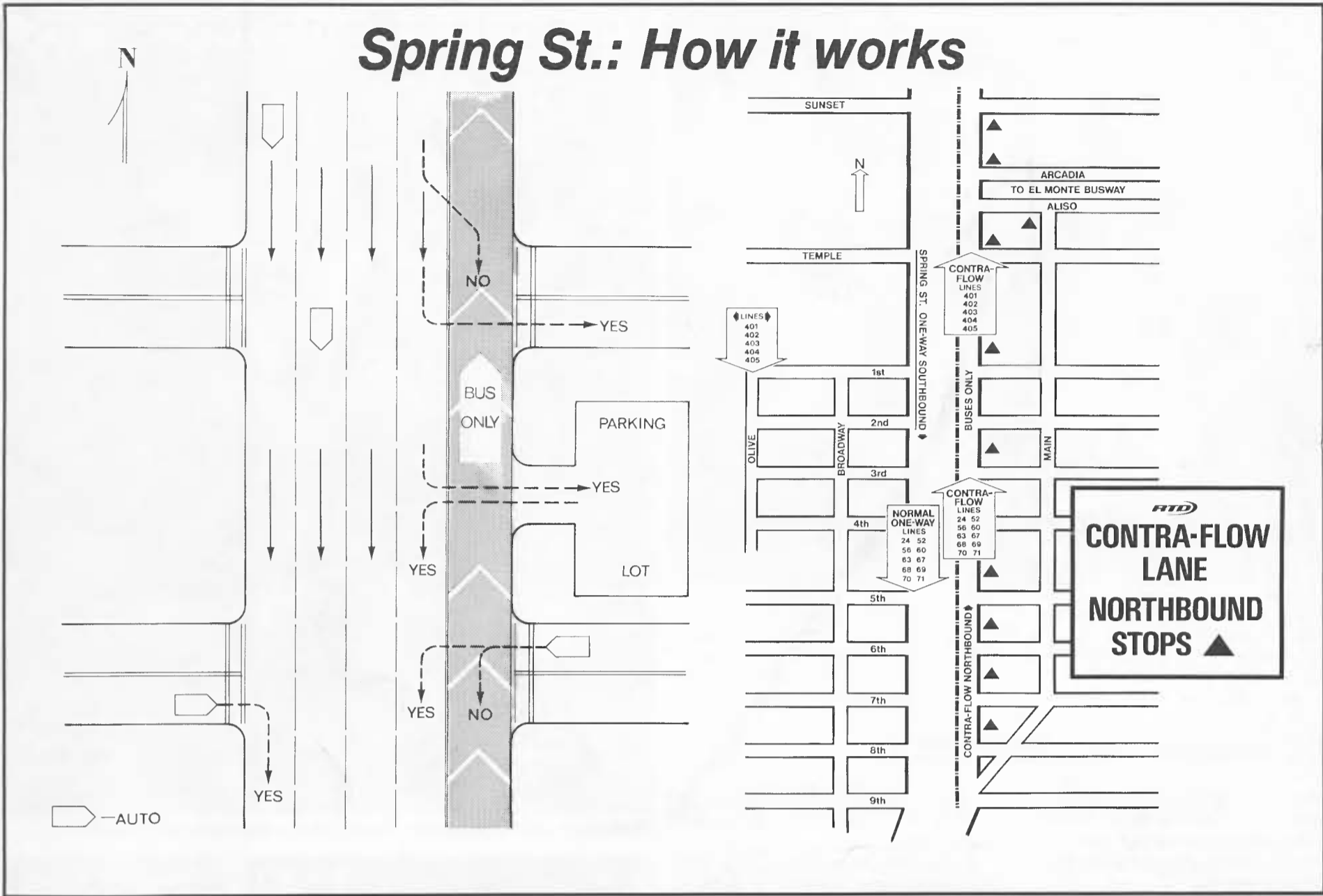
'Soulfather' John Legans gets rubbed out in a remote parking lot . . .



. . . George Anderson (center) and Clarence Adams (right) do the dirty work.



Spring St.: How it works

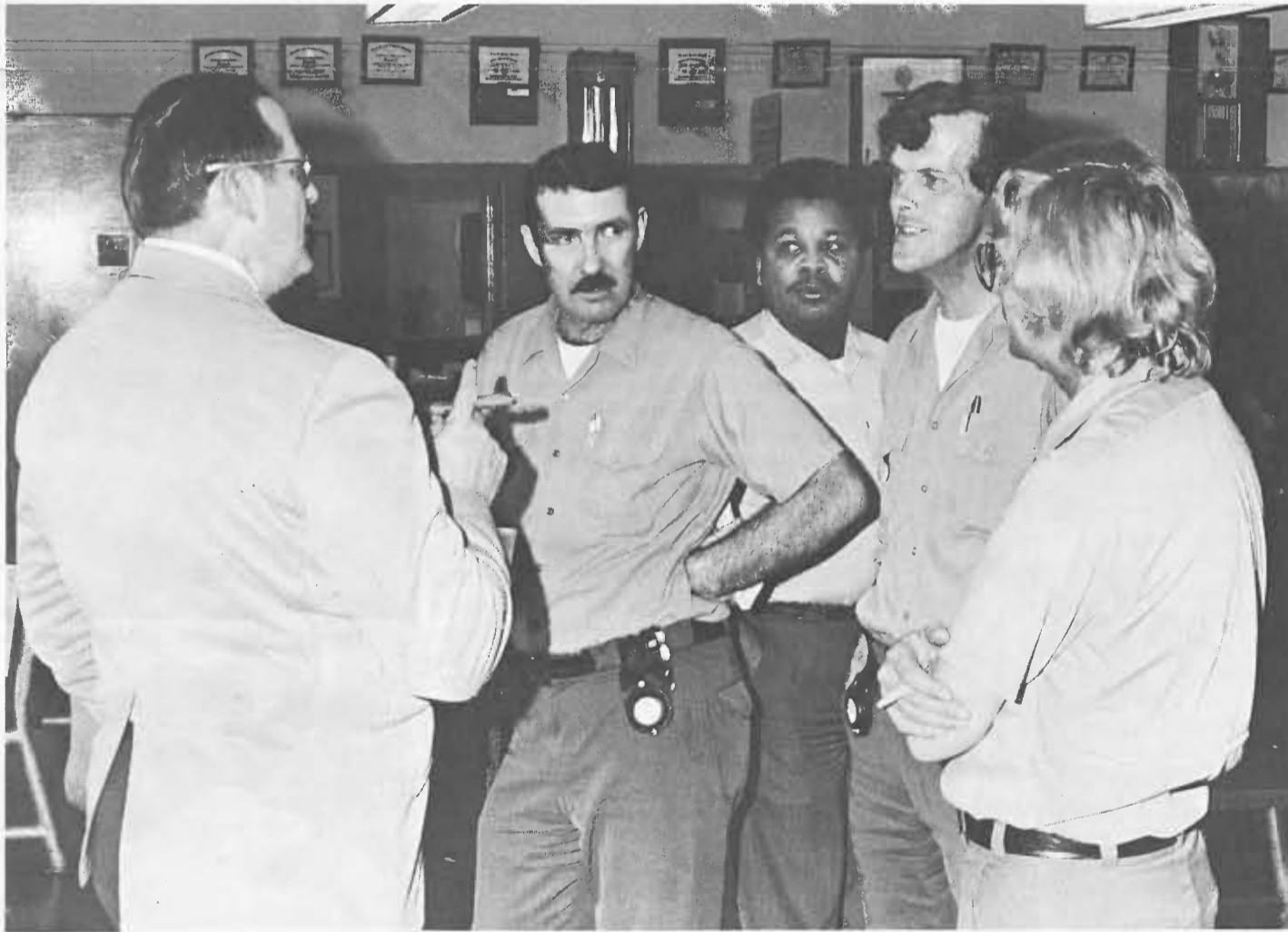


Making headway . . .

□ A reminder to all employes — suggestions and complaints can be communicated directly to District management over Extension 310, RTD's Employee Hotline. The District's latest news and plans are recorded weekly on Extensions 485 and 486, RTD's Newsline, where news is revealed to employes often before it is released to the media.

□ Division 6 proudly announces the election of its acting manager Eugene Schaffer to president of the Long Beach Advisory Board for Catholic Service for the year 1974. Congratulations!

□ RTD's Rapid Transit team has scheduled an additional community meeting. It will be held May 16 at the La Mirada City Hall at 7:30 p.m., 13700 La Mirada Blvd. District employes and friends are invited to attend and get a better understanding of RTD's MRT program.



JACK WALSH, director of safety, discusses operators' suggestions with (from left to right) Ed McLaughlin, A. J. Finlay, Jay Matthews, and Ken Whisner during the Division 12 management-employee meeting.

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