



HEAD



WAY

Southern California Rapid Transit District

Volume 1 Number 11 May 31, 1974

District sails past 25-cent halfway point

Take more than 3 million additional riders, over 31,500 fewer cars per day on streets and freeways, and a savings of more than 840,000 gallons of gasoline and what do you get?

These and other factors add up to the first six weeks of RTD's 12-week 25-cent flat fare program.

"At the halfway mark, we are pleased by the public's response to the low fare experiment," said Jack Gilstrap, RTD general manager. "Despite the lessening of the fuel crisis that occurred at the time we started the program April 1, it goes to show that Angelenos will ride buses — nearly 24 million passengers have over the past six weeks, 3,028,170 more than usual."

Gilstrap added the District is taking further steps to increase ridership during the last half of the program, by implementing more park and ride lots and other services throughout the country.

"We feel the 25-cent program has been a success and is worth continuing," he said. "We hope the Los Angeles County Board of Supervisors will strongly consider extending the program beyond its scheduled June 30 expiration date."

Noting the success of the program, the City and County of Riverside have provided a \$19,331 subsidy to be included in the flat fare program from May 26 to June 22.

George Heinle, the District's manager of operations, joined the general manager in hailing the success of the program.

"On a percentage basis, our daily ridership is up around 15 percent," he said. "This is right on target with



Mrs. Kay Conley (bottom left) . . . RTD's 3 millionth new rider

District predictions before the 25-cent fare started. We are confident we will have even higher figures to report by late next month."

To help handle the extra patronage induced by the lower fare, the RTD has hired 400 more bus operators, 40 maintenance personnel, and added 89 buses to its fleet.

On May 16, the halfway mark, Mrs.

Kay Conley was selected to represent the 3 millionth additional RTD passenger during the program. She and her husband, Ken, were given a ride aboard an antique double decker bus and honored at a National Transportation Week luncheon. The Conleys, who don't own a car, have been bus riders in Los Angeles ever since moving here from Washington,

D.C., 19 years ago.

"Figuring 1.2 passengers per car, and dividing the 3,028,170 bus rider increase in half to account for persons coming into the working areas in the morning and going back at night, and further dividing the resulting figure by the number of days the program has been operative, there have been 31,543 fewer cars on the roads each day," Heinle said.

"Using very conservative figures, if each of these cars had been previously driven only 10 miles round-trip daily, and liberally allowing them 15 miles per gallon apiece, 841,161 gallons of gasoline have been saved since April 1 because people were using RTD buses," he said.

Other highlights of the program include two-record setting days for total Los Angeles County passenger counts — the all-time one-day high of 677,500 recorded on May 1 and just behind it, May 3 with a count of 664,000.

"And on May 14, the El Monte-Los Angeles Busway passenger count topped 10,000 for the first time," Heinle added. "With dedication ceremonies for the last four miles of the buses-only lanes scheduled for June 9, we are confident that total will soon be bettered."

In the area of public information, since April 1 the RTD has distributed over 27,000 Rider's Kits, 15,000 persons have been personally served by the District's Mobile Information Teams, over one million bus schedules and other pieces of literature have been distributed, and an extensive advertising campaign has been waged in newspapers and on radio.

Driver's helping hand leads to international friendship

The Mikolaj Tymoniuks family of Warsaw, Poland is in love with America and its people, thanks to the kindness of a total stranger.

Who is the stranger? How did he meet these foreign visitors and make such a favorable impression?

His name is William Nawrocki and since 1961 he has been a bus operator for the Southern California Rapid Transit District.

How Nawrocki met the Tymoniuks is a long story and a beautiful one.

One day in May, 1972, Nawrocki was driving the 60F from downtown Los Angeles to San Bernardino, and picked up a middle-aged couple at the downtown RTD terminal. The couple had come from Los Angeles International Airport on Line 51 and had transferred to Nawrocki's bus, taking a seat just behind him. After a few minutes Nawrocki, whose parents hail from Poland, caught bits and pieces of the couple's conversation. He found out that the Tymoniuks had come from Poland to visit a friend in Yucaipa. They only spoke Polish

and had no idea as to what they should do to get in touch with their friend.

Much to the couple's delight, the Division 13 operator began conversing with them in Polish.

'Oh, I'm no angel, but when a person is lost or in trouble, I just can't let him off the bus without offering some assistance'

—William Nawrocki

"I hadn't spoken Polish since I was a child," Nawrocki said, "but I knew I could help them. It didn't make sense to just ignore their conversation when I knew that they were having difficulty. I told them that I would make sure that they got in touch with their friend. They were unbelievably grateful for

such a little thing as that."

By the time the bus reached the end of the line, Nawrocki and the Tymoniuks had become fast friends. Taking advantage of his short lay-over, Nawrocki phoned the couple's friend in Yucaipa who said that she would come to the San Bernardino station and pick them up.

Nawrocki exchanged addresses and telephone numbers with the Tymoniuks and promised to call them.

"They had told me that their friend's husband had just died," Nawrocki said. "That is why they came to America. I knew that they would probably not see much of Los Angeles, under the circumstances, and I wanted to do something for them."

The next day the Tymoniuks were dinner guests of the Nawrocki family, which includes his wife, Shirley, and their five children. Nawrocki, the sole family member who speaks Polish, served as interpreter, giving everyone a chance to communicate with their special visitors.

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Division 13's William Nawrocki

MRT hearings set June 6, 20

As the final step in gathering input from Los Angeles County residents, RTD will hold formal public hearings on its consultants' recommendations for rapid transit June 6 and 20. The public's input will be considered along with a vast amount of technical data by the District's Board of Directors before it adopts the final version of the plan for presentation to the voters in November.

Since October, 1972, consultants have been at work analyzing, developing and refining a new regional rapid transit plan for RTD's Los Angeles County service area. When

adopted, the program will become a critical element in the total transportation plan now being prepared by the Southern California Association of Governments (SCAG), and will represent RTD's commitment to drastically improve the region's public transportation.

The June 6 hearing will be held in the auditorium of Occidental Center, 1149 S. Hill St., and the June 20 hearing at the Los Angeles Convention Center, 1201 S. Figueroa St., in downtown Los Angeles. Both sessions begin at 9:30 a.m.

Transit issues on June ballot

Don't forget to vote June 4. Besides the primary election for state and local offices, the June 4 ballot includes two important propositions concerning public transportation.

Passage of Proposition 5 would revise the present constitutional law which requires all gas tax funds to be used strictly for the construction and maintenance of highways. The revision would allow gas tax funds to be used for construction of not only highways, but also exclusive mass transit guideways. It would also provide that vehicle license fees be used to control the adverse environmental effect of cars caused by sound and air emissions.

A companion measure on the Los Angeles County ballot, Proposition A, enables the County to participate in the expenditure of the gas tax funds for mass transit. Neither measure raises taxes, but merely diverts a portion of the State funds for local mass transit construction. The passage of both propositions has been projected by RTD consultants as part of the local financing for the District's planned rapid transit system.

The City and County of Los Angeles and the RTD Board of Directors are among the large number of organizations endorsing the passage of both measures.

Energy conservation

Cal Meade, Division 8, Transportation

"We've disconnected well over 30 percent of the fluorescent lights in the Transportation building, so no one is able to turn on the lights at any time. The lights we disconnected are in seldom-used areas; the cooperation among the drivers has been very good."



Tom Tegtmeier, Division 8, Maintenance & Equipment

"A Herculean effort has been made to cut energy consumption by the Maintenance employees at Division 8. Everyone has been very cooperative in following the directives issued during the program, and we're all working hard to meet our conservation goal."



Doris Darby, Transit Building, 7th Floor

"The most helpful suggestion I have for 7th floor employees is for them to pretend that they have to pay our electric bill. You'd be surprised how conservative you can get with that in mind!"



Line 39 . . . The Freeway Flyer

*As I start my journey, again northbound
I am getting ready to leave this town.
Up on Main I go like the wind, with everybody and their mother trying to get in.
"The fare's a quarter," is what I say, and when they leave, "Have a nice day."
The questions hit me hard and fast,
I know from experience, they won't be the last.
"Driver are you the Line 26 to Pico and Flower?"
And I reply, "No, I am Line 39, the Freeway Flyer."
I know my passengers are really just swell, but sometimes I know its hard to tell.
By now the people are all in, and they know I am headed for Brand and Mountain.
Now fighting the freeways isn't my desire, but I am always reminded I am the Freeway Flyer.
Now we're on Brand, and I am happy to say, the end of the line is not far away.
So people go home and have a nice night, and remember tomorrow, and another night.
This poem was written by the driver, you see, and is intended for you my friends, and my family.
So have a little drink and a toast by the fire, for the Line 39, the Freeway Flyer.*

Terrence C. Dallas
Division 10

Schedules are now available in Thrifty stores near RTD lines

District operators can now refer their passengers to their nearest Thrifty Drugstore for RTD bus schedules, thanks to a new informational program currently underway.

Free bus schedules are now available in self-serve racks in 186 Thrifty Drugstores located on or near RTD lines. The new schedule outlets dramatically increase the District's ability to provide essential bus information to the public throughout RTD's service area.

"The flat fare program and all the other innovations RTD has implemented this year have aroused the public's interest, and have greatly increased the demand for schedule information," said Jim Abernethy, customer relations coordinator. "With this program, we have been able to make schedules available in locations which are very convenient to the public."

Due to the success of the program since its inception in late March, RTD has begun negotiations for the possible placement of schedules in 267 U.S. Post Offices in Los Angeles County. "We have been very encouraged by the popularity of the Thrifty racks, and we hope to soon have schedules stocked in a total of 453 convenient locations through this program," Abernethy said. "We are extremely grateful to both the Thrifty Drugstores and the U.S. Postal Service for recognizing the importance of public transportation in the Los Angeles Basin, and for taking such an active role in our efforts to inform the public of our services."

In another effort designed to make bus travel more attractive and less complicated for the public, RTD has made monthly riding passes available for sale at 12 branches of Coast Federal Savings, as well as at RTD ticket agencies, stations, divisions, Park and Ride drive-ins, and five May Co. stores.



PATRONS of RTD and Thrifty Drugstores will find bus schedules available in these self-service racks in outlets on or near District routes. The new informational program is designed to make essential bus information available in locations more convenient to the riding public. RTD has stocked schedules in 186 Thrifty Drugstores throughout its service area.

New signs support contraflow operation



After some time as a one-way street, Spring St. in downtown Los Angeles becomes a two-way street again May 19 — but this time with a difference. It's only a two-way street if you're driving or riding an RTD bus.

The "change in direction" for Spring St. marks the arrival of "contraflow" in Los Angeles. Between 9th St. on the south and Macy St. on the north, a bus-only lane on the east side of the street has been developed to expedite bus riders' trips. It is projected the bus-only lane will move nearly four times as many people per hour — some 4,000 — as the cars that formerly utilized the lane.

To support the implementation of the Spring St. project, the District has installed new, informative bus stop signs along the contraflow route. The "kiosk-style" signs provide essential route information for all 16 lines operating in the lane.

Like the contraflow lane itself, the new signs are part of an experimental program which, if proved successful, could be ex-

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'I'm no angel, but ...'

(continued from page one)

This was the first visit to the U.S. for the Tymoniuk family and they were overwhelmed by Nawrocki's hospitality. According to Nawrocki, they especially enjoyed a short trip to Las Vegas and the casinos. "We only went there for one day," Nawrocki recalled. "They both told me how much they enjoyed the trip and we took a picture of them by the gaming tables."

When the Tymoniuk family returned to Poland, they did not forget the kindness of the RTD bus driver who was now their good friend. They wrote to Nawrocki requesting that his family come to see them.

"I was overwhelmed by their invitation. I wish we could have gone, but it was just too expensive. Finally, we decided that we would go to Poland one at a time."

The first of the Nawrocki clan to go to Warsaw was the eldest daughter Jane, 18, who stayed for five weeks last summer. Nawrocki describes his daughter's reaction: "The Tymoniuk family live in Warsaw near Kra-

kow, the old capital of Poland. They took her many places there, including the University of Krakow and a former German concentration camp which is now a memorial to the Polish prisoners. Jane had a great time, and even learned a little Polish."

This year, the next child, 16-year-old, Marianne, will go to Warsaw at the end of June. She plans to stay 45 days.

Meanwhile, the Tymoniuk family returned to the United States in March of this year to stay with their new-found American friends for four weeks.

"Mikolaj is an engineer for a Polish airline company, so he gets discounts on his tickets," Nawrocki explained. "This way, he and his wife can come to see us often. When they came in March, we took them on a cross-country trip to Michigan. I'm from Detroit and I still have a lot of family and friends in Michigan."

While visiting Detroit, the Tymoniuk family had a chance to meet T. John Lesinski who is Chief Judge on the Michigan Court of Appeals. The



Nowrocki and wife Shirley display gifts from Timoniuks



Mr. and Mrs. Mikolaj Timoniuk in Warsaw, Poland

judge, who served as a special envoy to Poland under the Kennedy Administration, spoke fluent Polish. Lesinski explained the American court system to the guests and showed them around the Federal Building in Detroit. This was of special interest to Mrs. Tymoniuk who serves as an attorney for the Polish government.

"They loved this trip so much, they were just spellbound," Nawrocki said, "and they've been repaying us since. They brought us many presents from Poland, every time a member of our family goes over there to visit, we only have to pay the air fare. The Tymoniuk family insist on paying for all of the expenses while we're in Poland."

Nawrocki says that every year, one of his children will visit the Tymoniuk family in Warsaw, until all have had a chance to go there.

"Then my wife and I will go," he said.

What would have happened to the Tymoniuk family that first day on the bus had they reached San Bernardino with no assistance? Chances are they would have found their Yucaipa friend eventually, but they never would have had the opportunity to make an exceptional friend like William Nawrocki.

Nawrocki explains his philosophy, "Oh, I'm no angel, but when a person is lost or in trouble, I just can't let him off the bus without offering some assistance."

It all started out to be a routine working day for William Nawrocki, and it turned into the beginning of a long, warm, international friendship between the Nawrocki family and the Mikolaj Tymoniuk family.

Spring St.

(continued from page three)

panded to other streets in the downtown area, and eventually to all 20,000 stops in the system.

"The new signs form a response to the many requests we've received from bus riders for easy-to-read, more informative signs," said Bill Weimer of the Transportation Department. "The eight signs along Spring incorporate the familiar triangle concept which has long designated bus stops in the Los Angeles Basin. The signs stand over eight feet high and can accommodate up to 15 separate panels for route information."

Weimer added that if this design is deemed suitable for further application, stops that don't require a three-sided display area will have a slightly modified design.



RTD's Pedro Lujan, Jose Limon and Joaquin Pinela install new sign (left) and Juan Frausto adds finishing touch (right).

Transfers and promotions

Name	Classification	To:	Div./ Dept.	Date Employed	Date Effective	Name	Classification	To:	Div./ Dept.	Date Employed	Date Effective
Payne, John R.	From: Operator-Extra	To: Schedule Checker	3299	9- 6-55	3-17-74	Little, Bobby R.	From: Operator-Extra Supervisor	To: Operator	3209	6-29-68	4- 7-74
Beffa, Nadine	From: Secretary II	To: Secretary III	4200	6-12-72	3-18-74	Stone, George H.	From: Dispatcher	To: Senior Supervisor & Dispatcher	3299	5-19-48	4-21-74
Grandy, James Winford	From: Mechanic "C"	To: Mechanic "B"	3314	4-19-66	3-24-74	Finney, Joe Willis	From: Mechanic "C"	To: Mechanic "B"	3305	1-12-68	4-21-74
Greathouse, Rayfield	From: Mechanic "C"	To: Mechanic "B"	3314	9-28-66	3-24-74	Gutierrez, Rudolph S.	From: Mechanic "C"	To: Mechanic "B"	3309	7- 3-68	4-21-74
Ramsey, Jessie Hubert	From: Mechanic "B"	To: Mechanic "A"	3314	9-30-69	3-24-74	Duncan Jr., Thomas E.	From: Mechanic "B"	To: Mechanic "A"	3309	11-27-68	4-21-74
Leos, Barbara Jean	From: Inf. Clerk	To: Ticket Clerk	3219	7-26-71	3-24-74	Gonzales, Manuel S.	From: Mechanic "B"	To: Mechanic "A"	3302	11-17-69	4-21-74
Duell, Leo James	From: Mechanic "B"	To: Mechanic "A"	3314	12- 6-71	3-24-74	Clenard, Cal Robert	From: Mechanic "C"	To: Mechanic "B"	3309	3-19-70	4-21-74
Wallace, Rebecca A.	From: Inf. Clerk	To: Ticket Clerk (Rel.)	3216	5- 9-73	3-24-74	DeForest, Ronald G.	From: Mechanic "C"	To: Mechanic "B"	3312	6- 7-73	4-21-74
Piring, Maria Luisa G.	From: Stenographer	To: Secretary II	3399	12-27-73	3-24-74	Lewis, Marcia L.	From: Temp. Typist-Clerk	To: Stenographer	3399	3-29-74	4-21-74
Dhillon, Sukhdev S.	From: Operator	To: Schedule Maker I	3270	1-22-74	3-31-74	Ortega, Cruz J.	From: Messenger Clerk	To: Print Shop Clerk	9700	7-27-73	4-22-74
Dotson, Robert Jr.	From: Operator	To: Operator-Extra Instructor	3207	5- 4-68	4- 1-74	McRiley, Gene D.	From: Operator-Extra Special Agent	To: Special Agent	3239	8-28-58	4-10-74
Aiken, Joseph	From: Operator	To: Operator-Extra Instructor	3209	12- 5-70	4- 1-74	Reyes, Manuel	From: Operator-Extra Special Agent	To: Special Agent	3239	2-28-70	4-11-74
Hope, Norman C.	From: Operator	To: Operator-Extra Instructor	3208	5- 2-60	4- 1-74	Lisenby, Robert E.	From: Operator	To: Operator-Extra Supvr. of Vehicle Operations	3209	7-13-63	4-25-74
Winston Jr., Jake	From: Operator	To: Operator-Extra Instructor	3208	10-27-62	4- 1-74	Daglion, Leon	From: Operator	To: Operator-Extra Supvr. of Vehicle Operations	3208	5-15-71	4-26-74
Small, Richard L.	From: Operator	To: Operator-Extra Instructor	3211	9-21-63	4- 1-74	Huffer, Raymond G.	From: Truck Driver	To: Truck Driver Clerk Extra Service Director	9700	7-21-71	4-21-74
Ruiz, Ralph	From: Operator	To: Operator-Extra Instructor	3203	1-14-67	4- 1-74	Miller, R. T.	From: Operator	To: Operator-Extra Supvr. of Vehicle Operations	3208	8-29-60	4-27-74
Gibson Jr., Lawless	From: Operator	To: Operator-Extra Instructor	3212	10-28-67	4- 1-74	Thill, James E.	From: Operator	To: Operator-Extra Supvr. of Vehicle Operations	3210	7- 3-71	4-28-74
Ruiz, Jesus O.	From: Operator	To: Operator-Extra	3210	12-21-68	4- 1-74	Echternach, Mary L.	From: Ticket Clerk Relief	To: Information Clerk Extra Supervisor	3100	6- 9-71	4-28-74
Davis, Donald L.	From: Operator	To: Patrolman	3239	8- 7-73	4- 1-74	Martin, Laura Jan	From: Information Clerk	To: Ticket Clerk Relief	3216	7-11-73	4-28-74
Colbert, Charles V.	From: Operator-Extra Instructor	To: Instructor	3299	7-25-60	4- 7-74	Perez, Manuel F.	From: Operator	To: Operator-Extra Supvr. of Vehicle Operations	3212	9-11-71	4-29-74
Williams, Ivory C.	From: Mopper-Waxer	To: Messenger Clerk	7000	1-25-69	4- 8-74						
Pinter, JoEllen K.	From: Typist Clerk	To: Keypunch Operator	9700	10-22-73	3-11-74						

Retired

Name	Classification	Div./ Dept.	Date Employed	Date Effective
Brownfield, Joseph	Operator	3201	11- 2-45	3-18-74
Browne, Edward G.	Former Mechanic "A" Trans. to Ind. Leave 8-13-73	3312	6-21-40	3-21-74
Engle, Fredrick Fae	Former Operator Trans. to Ind. Leave 5-3-73	3801	2-23-43	3-21-74
McGovern, Donald	Schedule Maker II	3270	8- 5-46	3-29-74
Livingston, J. H.	Former Operator Trans. to Ind. Leave 8-28-73	3801	1-29-53	4- 1-74
Perrien, William E.	Former Operator Trans. to Ind. Leave 11-1-73	3801	2-22-64	4- 1-74
Robertson, James A.	Former Utility "A" Trans. to Ind. Leave 7-2-73	3801	3- 5-47	4- 1-74
Bulger, John Francis	Asst. to General Supt. Of Maint. & Equip. Utility "A"	3334	3-31-49	4-10-74
Lassos, Frank R.	Transf. to Ind. Leave 3-8-73	3801	4-25-42	4-24-74

Deceased

Name	Classification	Div./ Dept.	Date Employed	Date Effective
Korin, Joseph	Former Flagman Retired 6-1-61	—	8- 9-46	2-7-73
Miller, Charles F.	Former Operator Retired 9-3-72	3206	11-17-48	3-17-74
Sharp, William C.	Operator Ind. Leave	3801	2-15-63	3-20-74
Potts, Joseph S.	Former Operator-Retired Special Roll 12-31-58	3270	1-17-27	3-19-74
Thiesen, Julius S.	Operator	3207	2-21-51	4- 1-74
Sams, Claude Z.	Former Operator Retired 2-12-62	—	8- 6-43	4- 5-74
Ruiz, David M.	Former Mechanic "A" Retired 6-1-53	3209	5- 2-58	4- 6-74
Mulligan, Thomas NMN	Former Operator Retired 8-31-65	—	10- 2-26	3-24-74
Gardner, Otto L.	Former Instructor Retired 2-24-74	—	9-20-29	4-13-74
Wood, Benjamin R.	Former Service Director Retired 6-1-70	—	1-13-37	4-15-74
Bahr, Albert J.	Former Trafficman Retired 3-2-72	—	8-21-44	3-30-74
Zeid, Morris S.	Former Trafficman Retired 3-2-72	—	2-12-47	4-17-74
Montgomery, Earl A.	Former Operator Retired (RIP) 2/25/64	—	8/ 9/73	—
Gaeta, Francisco	Former Laborer "B" Trans. Ind. Lve 3/6/54 Retired 6/1/54	—	1/12/74	—
Murray, Valentine	Former MCL - Retired Special Roll 3/2/58	—	12/30/73	—
Copenhaver, Herbert H.	Former Foreman - Auto Substations - Retired (MCL) 4/21/61	—	8/31/73	—
Morris, Joseph A.	Former Flagman - Retired 6/1/52	—	1/22/74	—
Toenjes, Walter O.	Former Operator Retired (S. Roll) 8/31/59	—	1/19/74	—
Haylett, Orville M.	Former Operator Retired 6/1/62	—	2/ 2/74	—
Munroe, Clarence G.	Former Operator - trans. Ind. Lve. 6/26/70 Retired 11/30/70	—	2/ 5/74	—

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Published by and for the employees 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.

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