



HEADWAY



Southern California Rapid Transit District

Volume 2 Number 8 September 6, 1975

Safety Achievements Noted

The District has been commended by the Greater Los Angeles Chapter of the National Safety Council for its safety record during the first four months of 1975.

Joseph M. Kaplan, executive vice president of the Council's Los Angeles chapter, congratulated the District for its "traffic safety performance in the face of highly adverse and unfavorable conditions," and added that "this achievement is well worthy of attention and commendation." (For the complete text of the letter, see Page 2.)

Nathan Lavelle Named Employment Supervisor



Nathan "Nate" R. Lavelle

Nathan Lavelle, former personnel analyst and bus operator, has been named the District's new employment supervisor. Lavelle fills the vacancy left by the death of William H. Chaney.

As employment supervisor, Lavelle will oversee and coordinate the activities of the employment office, whose 9-person staff interviews, tests and employs all contract employees. Lavelle will also be responsible for carrying out District directives concerning personnel policies.

Lavelle came to the District as an operator in 1956. He became an instructor of vehicle operations in 1971 and a personnel analyst last May.

Lavelle and his wife, Shirley, reside in Los Angeles.

First Woman Dispatcher for RTD Former Operator Leilia Bailey Becomes Dispatcher At Division 5

The District recently achieved another "first" when it hired former operator Leilia Marie Bailey as a Division 5 dispatcher.

Leilia joined the District in 1971 as an operator and worked out of Divisions 1 and 5.

"Good Record"

To qualify as a division dispatcher, an operator must have two years experience with the District and a good driving record coupled with a regard to attendance, and the ability to work well with people.

(Photo, right) All new dispatchers train for a period of several weeks before going solo. Bailey has been working closely this past month with Division 5 dispatcher Tom Walker.

Operator Grady Commended For His "Concern"



Division 5 manager J.J. McCullough congratulates Operator Robert Grady for his role in the return of a six-year old retarded boy. McCullough also presented Grady with the letter from the Huntington Park police chief.

Division 5 operator Robert Grady was recently commended by the Huntington Park chief of police for his role in the return of a mentally-retarded 6-year old boy.

The boy apparently slipped out of the house early in the morning and attempted to board a bus at Slauson and Soto Streets. Grady was driving down Soto and spotted the boy. He let him board the bus, then called the dispatcher, who, in turn, called the police.

According to Grady, "The little boy was in the street and cars were coming all around him. I didn't want him to get hit."

Police Chief C. Henry Fertig wrote Division 5 manager J. J. McCullough a letter of appreciation after the incident saying, "RTD is to be congratulated on the caliber of its' personnel and Mr. Grady's caring at-

titude towards this small boy who obviously needs and will always need special attention of all his life."

Grady has been a driver since 1959, and for the past two years has driven Line 50 out of Division 5.

Grady says "There are several paraplegics who take a little time getting on the bus, but I always give them time to sit down. Sometimes I help them board the bus, because they just can't make it on their own."

About 50 per cent of the passengers on Grady's line are regular riders. "I'm used to my people, and they are used to me. The passengers are concerned about me when I'm not there."

Perhaps that's because Operator Grady is concerned about them.

Rapid Transit Starter Line Debated

A rapid transit system for Los Angeles came one step closer to realization when the RTD Board of Directors voted to adopt a rapid transit starter line corridor connecting the San Fernando Valley, the Los Angeles Central Business District and the Long Beach-San Pedro Harbor area.

The next step in developing such a system is to select a specific starter line within the adopted corridor so that preliminary engineering can be initiated. Brian Pearson, senior transportation engineer for RTD, says that "there are several possible routes under consideration for a rapid transit line within the adopted corridor." Pearson defines a transit corridor as a "channel or artery that has the potential of attracting large numbers of riders by connecting major activity centers or communities."

Going south from the Valley into the Los Angeles Central Business District, there are two possible routing starter line choices. These are the Glendale-Burbank route or the Hollywood-Wilshire route. South of the Central Business District to the Long Beach area, routing options would be either the Willowbrook rail alignment or the Vermont Avenue alignment. There are several possible terminus points at both the north and south ends of the proposed line.

Pearson says the decision on a specific line within the adopted corridor will be based on further technical analysis, public hearings, community meetings and input from all the other public agencies and jurisdictions involved.

In addition to the starter line options, there are mode alternatives (a choice of type vehicle to be used) and guideway configuration (course of fired line) alternatives to be analyzed.

RTD Director and L.A. County Supervisor Baxter Ward has proposed an upgraded and modernized streetcar system operating at grades using existing rail right of way.

Another option would be the conventional grade separated rail rapid transit system alternative, a scaled down version of the one currently being constructed in Atlanta, and Washington D.C.

A third alternative system, now under study, is an automated small car system similar to the one being proposed in Denver.

According to Pearson, those involved in planning and implementing the starter line are looking at a budget of approximately \$900 million for the rapid transit starter line project.

The rapid transit starter line was adopted at the July 2nd meeting following a report by Richard Gallagher, RTD's manager of rapid transit and chairman of the Rapid Transit Advisory Committee (RTAC). The committee, made up of representatives of Caltrans, the Southern California Association of Governments (SCAG), RTD, the L.A. County Board of Supervisors, L.A. City, the L.A. Mayor and City Council, the City of Long Beach, the Orange County Transit District, and others, and has been at work since March developing local and regional consensus on the project.



The Lady Is A Dispatcher

(Continued on Page 4)

Verle Wetmore Retires

Verle Allen Wetmore retired in August after 39 years with the District.

Wetmore started as a motorman out of Division 1 in May, 1936, and later became a division clerk. He went on to become assistant division manager at Divisions 4, 5, 6 and 7. In 1969 he became division manager at Division 9 and last year became

manager at Division 2.

On his last day, Wetmore was honored by a surprise party attended by many of the friends at the District that Wetmore had made over the years. His three children and 7 of his grandchildren also attended the surprise party.



Wetmore, with back to camera, talks with several of the many operators to whom he became a familiar and well-liked figure at the District. Several hundred RTD employees attended his retirement party at Division 2.



Wetmore's wife, Lucille, cuts a piece of cake from one of three cakes at the refreshment table. Division dispatcher Ralph Shay's wife, Josephine, baked two of the cakes. Gathered around the table are four of Wetmore's grandchildren.



Former Division 6 manager Schaffer gets a farewell "toast" from Division 6 on his last day as manager at the Division. He becomes the new manager at Division 7.

Schaffer joined the District in 1954 as a clerk typist in the schedule department, became an extra assistant manager in 1969 and served as assistant manager at Division 1 in 1970. He later became a relief division manager and came to Division 6 as manager in 1974.

"I hate to leave the Division," says Schaffer, "because I've gotten to know the operators and they know me. However, I've known quite a few of the operators at Division 7, and it will be nice to renew old acquaintances. I'm also looking forward to making the acquaintance of the more recent operators at the Division."

Pictured with Schaffer, who is holding the cake, are, clockwise, operators Timothy Villarreal, Lee Graham, Richard Issacs, James Owens and instructor Martin Barrows. The lady in the picture is Division 6 stenographer Patricia Keck.

Greater Los Angeles Chapter
National Safety Council
3388 West 8th Street
Los Angeles, California 90005

Mr. Jack R. Gilstrap
General Manager
Southern California Rapid Transit District
1060 South Broadway
Los Angeles, California 90015

Dear Jack:

When a facility so in the mainstream of the Southern California traffic picture accomplishes a sharp improvement in traffic safety performance in the face of highly adverse and unfavorable conditions, the achievement is well worthy of attention and commendation.

The Greater Los Angeles Chapter National Safety Council recognizes that the Southern California Rapid Transit District has been increasing its service to the community by leaps and bounds, necessitating the addition of operating personnel at a pace far greater than at any time in recent years. In the face of this growth one could naturally expect accident reduction to be most unlikely. We are gratified, therefore, that your accident record the first four months of 1975 shows a marked decrease compared to the first four months of both 1974 and 1973 and is significantly lower than 12 month figures for both of the two preceding years.

We note that your traffic accident rate per million miles operated was 66.6 for the years 1973 and 68.4 for 1974, and that for the first four months of 1975 this frequency rate has dropped to 64.5. We note that your passenger accident rate per million miles was 18.9 for 1973 and 19.4 for 1974 and that this figure has dropped to 16.0 for the first four months of this year.

In congratulating you for this achievement, we wish you continued success in your all-out program of accident prevention. The Greater Los Angeles Chapter pledges to cooperate, as always, with the Southern California Rapid Transit District toward achieving our mutual objectives of making our streets and roadways safer for all of our citizens.

Cordially,

Joseph M. Kaplan
Executive Vice President

Divisions Get New Managers

August was a month of "changes" for the Transportation Department. Several shifts among the transportation manager ranks occurred due to the retirement of long-time veteran Verle Wetmore.

Division 9, El Monte, got a new manager, Jack W. Greasby, who had formerly been manager at Division 1-11. Gaspar Marsala, who had been manager at Division 9,

became the new manager of Division 1-11.

Wes McCarns left Division 7 to become the new manager at Division 2, taking the place of Wetmore, and Eugene R. Schaffer became the new top man at Division 7. Schaffer's place at Division 6 was filled by Gustavo Lopez, who had previously been assistant transportation manager at Division 1-11.



On his last day as Division 7 manager, Wes McCarns was given a farewell party by the men of the Division before going on to become the new manager of Division 2.

McCarns started in 1958 as an operator out of Division 4 and became an extra clerk in 1967. Three years later he became a staff assistant in the transportation department and was a transportation analyst before coming assistant division manager at Division 2. He went on to become manager of Division 6 and became Division 7 manager in 1973.

"I regret leaving Division 7 because I've met a lot of interesting people here," he says, "but I'm looking forward to being at Division 2. It'll be like going back home. I'm looking forward to it because it is a larger division, and a challenge."

With McCarns, (second from right,) are, from left, operator Armond Rogers, dispatcher Leland Tedrow and instructor Charles E. Brown.

Heinle's Corner

George Heinle, manager of operations, will be writing a regular column for Headway.

Mr. Heinle has long recognized the need to provide better communication with the men and women who contribute so much towards providing adequate bus service.

Through this column, Mr. Heinle will discuss various subjects pertaining to operations in an effort to keep RTD's employees abreast of all that is new at RTD.

One of the subjects that keeps cropping up at the employee rap sessions is the assignment of buses. Each operator thinks, and perhaps rightfully so, that his line is the most important and should have the best equipment.

The significant thing about these complaints is the fact that the operators care enough to want the very best for their passengers.

I would like nothing better than to provide nothing but new air conditioned buses but, unfortunately, the District doesn't have that many new buses.

As you know, the District has undergone a tremendous growth cycle and the end is not yet in sight. We have recently implemented two complete grid systems, with another soon to follow. In addition, we've added to our park and ride lines, extended existing lines and increased the frequency on a number of lines. All these improvements require more buses.

While it's true we've taken delivery of several hundred new buses, vehicles that were scheduled to replace an equal number of older buses, this never happened. Our service demands have required us to use every bus we could lay our hands on.

The District currently operates a fleet of 2,256 buses, of which 25% are "Old look" buses and nearly 600 of the "new look" buses are more than 10 years old. 44%, approximately 967 buses in the total fleet, are air conditioned.

How these buses are assigned, who gets air conditioning, who drives the "clunkers", is a complex and often frustrating procedure. The type of service the bus will be used for, the climate of the area the bus will operate in, the type of seating, the horsepower of the engine, the type of transmission, stick or automatic, luggage racks, air conditioning, headsigns and even the kind of roadway the bus will be operating over must be considered.

Take, for example, air conditioning. Assignments are made to reach the largest number of people with the greatest need.

We consider

- Lines with heavy riding and frequent standing loads.
- Buses which are in service for the longest periods of time, base runs rather than trippers
- Lines that operate in areas of extreme heat
- Lines where passengers are on the bus for extended periods of time

Each line has its own particular vehicle requirements that can only be met by considering them individually.

The 60 line to Riverside lends itself to high back, stick shift buses with powerful high speed engines while the 131 line serving Gaffey Street in San Pedro is limited to small maneuverable buses with much less horsepower. Buses assigned to the Busway were designed in cooperation with UMTA, an agency of the Federal Government, as part of a pilot project to demonstrate the value of special lane bus service. These buses must be used on the Busway. The mini-buses were ordered especially for the downtown shuttle service.

Many times our desired criteria can't be met with the equipment available. This results in some operators being assigned buses that are less than desirable. At the same time if we didn't have the "Oldies", we could not have expanded our system and a great many of your jobs would not even exist.

We can help bridge the gap until we can replace some of the old equipment by having those in the mechanical department make sure the buses are in good condition and by having operators inspect their buses and turn in a defect card.

First Annual Summer Olympics

RTD's first annual Summer Olympics will be held on Saturday, September 13, during the El Monte Open House.

Teams from each division will compete in the Shot Put, Broad Jump, 100 Yard Dash, Javelin Throw and Relay.

Interested employees are urged to sign up on the yellow posters which are posted at all divisions.

Sign up now, and make **your** division a winner.



KEEPING IT CLEAN -- An RTD bus of the 5000 series gets scrubbed clean by the bus washing machine after a hard day on the road, while another bus appears to be looking on.

The picture above was taken at Division 8, but the scene is a common one at RTD divisions during the late afternoon and early evening hours.

Promotions and Transfers

Name	Classification	Div./ Dept.	Date Employed	Date Effective	Name	Classification	Div./ Dept.	Date Employed	Date Effective
Anderson, Taylor	From: Mopper/Waxer To: Messenger Clerk	7200	5/20/74	8/18/75	Ruiz, Daniel	From: Assistant Passenger Service Representative To: Assistant Passenger Agent	3299	12/19/68	8/3/75
Bailey, Leilia M.	From: Operator To: Operator-Extra	3204	7/3/71	8/3/75	Scott, Robert E.	From: Operator-Extra To: Supervisor of V.O.	3296	2/15/69	8/10/75
Broughton Jr., George	From: Operator To: Operator-Extra	3203	7/27/73	8/15/75	Shoemaker, Dennis A.	From: Schedule Analyst To: Schedule Maker	3500	6/6/74	8/3/75
Brown, Davis	From: Janitor To: Messenger Clerk	3110	5/15/69	8/4/75	Thomas, Arthur L.	From: Operator-Extra To: Supervisor of V.O.	3296	3/16/63	8/10/75
Caballero, Emilio	From: Mechanic "A" To: Mechanic "A" Leadman	3099	12/7/71	8/10/75	Turpin, Raymond	From: Operator To: Staff Assistant I	9100	11/11/74	8/6/75
Contreras, Frankie	From: Operator To: Operator-Extra	3212	5/4/63	8/1/75	Warth, John	From: Mechanic "A" Leadman To: Roving Equipment Foreman I	3399	9/24/57	8/10/75
Davis, Laverne	From: Information Clerk To: Mail & Duplicating Clerk	5000	7/8/69	8/3/75	Wilder, Larry T.	From: Operator To: Operator-Extra	3212	9/1/72	8/4/75
Dhillon, S. S.	From: Schedule Analyst To: Schedule Maker	3500	1/22/74	8/3/75	Wilk, Julius	From: Mechanic "A" To: Mechanic "A" Leadman	3099	5/30/72	8/10/75
Ellis, Joe	From: Operator-Extra To: Schedule Checker	3500	5/23/70	8/20/75	Williams, J. N.	From: Operator-Extra To: Schedule Checker	3500	11/20/73	8/19/75
Hall, Warren	From: Operator-Extra To: Schedule Checker	3500	12/4/65	8/15/75	Woods, Gerald D.	From: Division Dispatcher To: Div. Disp-Extra	3201	11/5/53	8/10/75
Hedin, Judy Ann	From: Staff Assistant I To: Transp. Plng. Analyst I	4200	7/22/74	8/10/75	Zarakowski, Zbigniew J.	From: Asst. Div. Trans. Mgr. To: Mechanic "B"	3306	4/10/74	8/10/75
Leahy, Michael O.	From: Management Trainee To: Personnel Analyst	6200	1/22/73	8/4/75	Zuniga, Enrique E.	From: Mechanic "A" To: Mechanic "C"	3305	7/17/73	8/10/75
Lee, Pauline	From: Schedule Typist To: Secretary II	3500	11/26/74	8/18/75					
Lopez, Gustavo	From: Asst. Div. Trans. Mgr. To: Div. Trans. Mgr.	3206	3/26/47	8/3/75	Baker, Roscoe Edmund	Operator	3211	6-3-53	8-16-75
Mahoney, Paul J.	From: Division Dispatcher To: Div. Disp-Extra	3202	10/13/48	8/10/75	Calliham, Melvin Leon	Mechanic "A"	3314	11-29-50	8-1-75
Mario, Ralph	From: Operator To: Operator-Extra	3215	8/11/72	8/3/75	Campos, Antonio R.	Mechanic "A"	3314	5-29-40	7-31-75
Mathis, Billy E.	From: Mechanic "B" To: Mechanic "A"	3308	3/7/70	8/10/75	Fowlston, Roger	Division Dispatcher	3215	8-12-57	8-17-75
Martin, Peter W.	From: Operator-Extra To: Supervisor of V.O.	3296	10/23/71	8/10/75	Rumsey, Ben Holland	Operator	3211	11-30-45	7-30-75
Martinez, Jesus R.	From: Equipment Foreman II To: Division Maintenance Manager	3306	10/10/52	8/10/75					
Maye, Richard C.	From: Operator To: Operator-Extra	3212	4/20/59	7/31/75	Arthur, Herschel C.	Former Operator Retired 6-1-70	3209	3-14-41	8-18-75
McCarns, William C.	From: Operator-Extra To: Supervisor of V.O.	3296	9/11/71	8/10/75	Fowler, Thomas H.	Former Equipment Foreman Retired 6-1-54	3310	1-22-29	8-12-75
McDaniels, Oneal	From: Operator To: Operator-Extra	3209	11/29/69	8/2/75	Head, Benjamin S.	Former Operator Retired 3-1-48	3203	5-18-20	7-30-75
McLean, Clyde A.	From: Supervisor of V.O. To: Supervisor of V.O.	3296	9/26/70	8/3/75	Henderson, Emma	Former Janitress Retired 6-1-65	3110	4-15-43	7-23-75
Morris, Betty L.	From: Extra Radio Dispatcher To: Mail and Duplicating Clerk	5000	10/21/69	7/30/75	Land, Vernon A.	Former Trafficman Retired 4-26-75	3221	10-26-43	8-22-75
Murai, Kazuharu	From: Mechanic "B" To: Mechanic "A"	3302	6/12/73	8/10/75	Murray, Albert S.	Former Operator Retired 6-1-70	3211	6-3-35	7-28-75
Newman, Maria	From: Temporary Janitor To: Janitor	3110	8/30/73	8/4/75	Tatara, Hughes T.	Trafficman	3221	12-20-50	8-13-75
Powell, Larry M.	From: Operator To: Operator-Extra	3212	6/23/72	8/2/75	Walsh, William J.	Former Operator Retired 7-1-65	3212	9-28-59	8-17-75
Reeder, Albert B.	From: Operator To: Assistant Passenger Service Representative	5000	4/30/66	8/3/75					

Retired

Deceased

Making Headway

Division 9 operator James L. Krumme and his wife, Andrea, became the proud parents of their first son, and third child, Troyce Alan Krumme, who was born on August 6 and weighed in at 5 lbs., 15 ounces. Troyce has already been nicknamed "Tiger" by his parents and two sisters, Jamie, 7, and Chantell, 6.

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Lewis H. Ellis, supervisor of vehicle operations, received his A.A. degree in supervisors and management technology this summer from Cerritos College. Ellis earned his degree at night and plans to go on to Cal State Dominguez to earn a bachelor of science degree in public administration.

Ellis started with RTD 16 years ago as a bus operator at Division 3-10, and has been with the supervision department for eight years.

Jesse A. Varrie, salvage agent, was this year's chairman of the recently held Annual Watts Summer Games. Varrie has been chairman of the Watts Games for the past several years as a member of the Board of Directors of the Los Angeles Junior Chamber of Commerce.

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Eugene D. Gillis, a schedule checker, recently graduated from the Marine Aircraft Group-46's (MAG-46) Staff Non-commissioned Officers Leadership School.

Gillis' class was the first such school in the 4th Marine Aircraft Wing, and is serving as a pilot project for schools at other Marine Reserve Training Detachments.

He has been with RTD since 1970, first as an operator out of Division 7 and then as a schedule checker since last November.



Gunnery Sergeant Eugene D. Gillis, USMCR, (left) receives a certificate of completion, and is congratulated by Colonel J. K. Davis, commanding officer of the Marine Air Reserve Training Detachment at El Toro, California.



Information operator Charles Todd, (4th from left) telephone information department, recently received good luck wishes at a wedding shower given in his honor by his fellow information clerks.

From left to right are Mary Helen Earles, Sam Boldra, Rosie Cendegas, supervisor of telephone operations, Phil Fleischman and Dorothy Ford.

Television Actor In RTD Family

El Monte Security Patrolman Robert Gustafson has a veteran television performer in his family. His son, Stephen Gustafson, 16, has been a regular cast member of television's "Electric Company", for the past four years, playing the role of Buddy.

Stephen started working in New York City when he was eight years old and is waiting to hear about a recent video test he took for Walt Disney Films. He has acted on Broadway in "Our Town" with Henry Fonda and in the Las Vegas production of "Mame" with Celeste Holm and the late Susan Hayward. He also appeared in the American Shakespeare Theatre production "McBeth".

His television credits include two TV specials with Jack Lemmon and Dick Van Dyke, a major role in the TV movie "Rookie of the Year" and in the TV movie "Sahara". Recently he appeared as a guest lead on CBS' "Shazam." In addition, he has done over 30 TV commercials. His specialty is odd voices and sound effects.



Stephen Gustafson

When not working, Stephen devotes his time to his comic collection and has an interest in sharks and mountains.

Stephen is also an accomplished drummer and has formed a progressive Jazz group with a fellow actor, Douglas Grant, who appears in "Electric Co.", and "Good Times."

RTD Employees Praised For Role In Youth Motivation Task Force



Ten RTD employees received certificate of merit from the National Alliance of Businessmen (NAB) for their work in the Youth Motivation Task Force, (YMTF). RTD President Byron E. Cook, far right, presented the certificates at a recent Board Meeting.

From left to right in the front row are: Robert G. Williams, manager of customer relations; Diane Moran, management trainee; Sara Ramirez, secretary, customer relations; Michael Olivas, director of EEO; Bill Beal, scheduling department, and Byron E. Cook, RTD president.

Back row left to right is Marian Cumberlander, assistant EEO representative; Lou Collier, community relations representative; Barby Patterson, management trainee; Albert Reyes, community relations representative and Jessie Varrie, purchasing department.

The objective of the program is to encourage junior and senior high school students, particularly minorities, to continue their education as long as possible. Participants come from various public agencies and private businesses, go into area schools and talk to the students about their jobs, relating their personal experiences as to how education has influenced their lives, in an effort to encourage the students to stay in school and further their education. RTD has been participating in the program since 1972.

(Continued from Page 1)

The RTAC will continue its work over the next several months, addressing itself to specific alignments, station location, mode selection, system configuration and preliminary engineering.

liminary engineering.

Final plans will be presented to SCAG, Caltrans, and the Urban Mass Transportation Administration (UMTA) for review and approval.

HEADWAY

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