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**FLYER**

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# SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

## RTD Proposes County, City Help Fund "Pay As You Build" Rapid Transit

District officials during the December 7 Board of Directors meeting at 1060 S. Broadway proposed that the County and the City of Los Angeles join the RTD in funding the first stage of an area-wide "pay as you build" rapid transit network.

Dr. Norman Topping, RTD president, and Jack R. Gilstrap, District general manager, suggested the three governmental units "pool" their Senate Bill 325 revenues to generate sufficient Federal monies to start immediate construction on a subway-skyway line through downtown and South Central Los Angeles. SB 325 calls for the extension of the sales tax to gasoline, beginning next July.

### \$5 Million Proposed For Rapid Transit At RTD Budget Hearing

Earmarking of \$5 million from the Local Transportation Fund as "seed money" for the development of a local rapid transit system has been proposed by RTD at a December 1 public hearing of the District's 1972 budget.

"While that sum in itself is not enough to build rapid transit," explained RTD President Norman Topping, "its availability opens the door to new financing possibilities at the local level which, could get us started on a useful and productive segment of the total rapid transit system we so badly need."

Indicating there were a number of financial alternatives as well as first stage possibilities, Dr. Topping appointed a special District committee of Board and staff members to review the alter-

Governmental leaders attending a meeting called by the Board of Supervisors were told that the initial rapid transit line would connect with the El Monte-Los Angeles Busway, now nearing the construction state, and with the new Century Freeway, which will contain a transit corridor.

Approved by RTD directors, the "starter system" would extend from the terminal of the Busway through downtown Los Angeles in subway, and continue in surface or aerial service to the proposed Century Freeway, a distance of nearly 14 miles. It is part of a proposed master plan which would cover the Los Angeles basin with a network of rapid transit lines.

A resolution adopted by RTD directors established "pay as you build" as the concept which will lead to full implementation of a long-range master plan which will serve as an integral part of the comprehensive transportation and land use planning effort underway in Southern California.

Costing an estimated \$420 million, the recommended initial facility could be in operation by 1978, if the local financing is arranged by March 1, 1972, and the Federal commitment follows soon after.

The Transit District said it would pledge \$70 million in receipts from SB 325. RTD is asking that similar pledges be made by the City and the County for an additional \$70 million combined.

RTD's monies would be set aside over a six to seven-year period, while County and City of Los Angeles receipts from SB 325 would be pledged over a 10 to 12-year period. It is anticipated these would amount to at least \$4.4 million yearly from the City, and \$1.6 million annually from the County.

Federal matching support would be sought — on a two for one basis—in the amount of \$280 million under the program contemplated for the first-stage construction.

District officials explained that the route chosen for initial development naturally lends itself to providing

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CHRISTMAS IN HOLLYWOOD—RTD buses help speed the flow of Jam-packed holiday traffic in "Tinseltown" as an RTD Line 89 ExtraCar moves through the glittering Christmas lights on Hollywood Boulevard.

### Division 8 First In October "Drive With Pride" Contest

First place honors in the District's "Drive With Pride" contest for the month of October went to Division 18 at Pasadena. They maintained a 65.3% reduction in accidents for that period.

Second place went to Division 8 in Van Nuys with a reduction of 55.1% and Division 2 in Los Angeles was third with a 32% reduction in accidents.

Johnny Johnston, assistant general superintendent of transportation, hosted the presentation ceremonies and briefed the operators on current events within the District. He also answered questions regarding District operations.

Only two more months remain in the contest. According to "Safety Joe" Prutzman, manager of Los Prevention, Pacific Region for Transit Casualty, at least four divisions are in strong contention for the first place trophy.

### Letter From The General Manager

Dear Fellow Employees:

Year's end offers an opportunity to reflect on the past and plan for the future.

Nineteen Seventy One has been a most satisfying year for the District.

We, as employees of one of the largest and most dynamic transit agencies in the nation, are fortunate to have a Board of Directors dedicated to our future advancement as employees—and to the improvement and expansion of the public transit services we are charged with providing for the citizens of Southern California.

The year began and is ending on a high note of accomplishment and optimism in our stewardship of public transportation — achievements in which we can all take pride.

In the area of bus service, we responded to the needs of the community for improvements and expan-

sions in a number of areas.

At the same time we secured federal funding for the purchase of new buses, and initiated the final steps leading to Department of Transportation approval of the Busway project, for which groundbreaking will be held early in January.

These advances include the establishment of new services in South Central Los Angeles, in the San Pedro Area, in the San Fernando Valley, in East Los Angeles and in Marina Del Rey, as well as in other locations. In many cases we responded on short notice to provide emergency services in communities left without bus service when private carriers ceased operation.

As we said at this time last year, the securing of a permanent commitment of public funds to supplement farebox revenues as mandatory if we were to con-

tinue to provide efficient and improved public transit in our service area.

This became even more clear when President Nixon signed legislation requiring local matching funds—from tax sources—in order to qualify for federal matching funds.

Our efforts in the Legislature — supported by numerous groups and individuals—culminated last month in the signing by Governor Reagan of legislation removing the sales tax exemption enjoyed by gasoline.

As a result, as you will be reading elsewhere in this issue of the Flyer, the District has proposed that the City of Los Angeles and the County join with the RTD in funding—using federal matching funds—the first stage of an area-wide rapid transit network.

Nineteen Seventy One

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# Rapid Transit: Local Revenue Could Generate Sufficient Federal Money To Start System In 1972

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a maximum in initial rapid transit service because of the connections with the El Monte Busway on the north and the Century Freeway transit corridor on the south. The El Monte route extends for 11 miles while the RTD contemplates service in the Century Freeway right-of-way for 15 miles — from Los Angeles International Airport on the west to the 605 (San Gabriel) Freeway in Norwalk on the east.

An alternative to the "starter system," RTD said, would be a multi-billion-dollar plan for a comprehensive rapid transit system similar to that proposed in the 1968 election.

Because of its cost — at least \$3 billion — it was felt it was not presently feasible.

Were a Wilshire Corridor alignment substituted for the southerly route, it was noted, the cost for the "starter system" would also be considerably higher — a "bare minimum of \$550 million. Gilstrap indicated this would require more funds than are presently available.

Should outlying municipalities concur in the suggestion of Los Angeles Mayor Samuel W. Yorty for pledging all SB 325 funds to transit, it was noted, consideration could be given to initiating a larger first-stage program. Los Angeles City Councilman Thomas Bradley also has urged that LA city and county monies from SB 325 be dedicated to transit.

The supervisors and other governmental leaders were told that SB 325 fund receipts simply are not sufficient to maintain and expand bus services and at the same time develop rapid transit.

Accordingly, it may be necessary to adjust fares and examine bus lines not meeting expenses in order to get rapid transit on the construction track.

A special RTD committee will be meeting with public officials, community leaders and planners to discuss the proposal presented and scheduled for official funding in the District budget, which must be adopted by December 31.

Dr. Topping said the "starter system" program "offers the opportunity to get the community started on a useful and productive segment of the total rapid transit system so badly needed in the Los Angeles area."

Serving on the committee with Dr. Topping are Directors A. J. Eyraud, Jr., chairman of the Board's Surface Operations Committee; and Leonard S. Gleckman, Finance Committee chairman, along with key District staff members, including General Manager Gilstrap.

"The program," Dr. Topping added, "begins to speak to the necessity for substantially improving the availability, speed and dependability of public transportation for millions of people who must use it, and for additional millions who on many occasions will prefer to use it."

"With a Busway and a rapid transit line in actual operation," Dr. Topping added, "Southern Californians will see, firsthand, the benefits of a service which will bypass congestion and markedly contribute to the elimination of air pollution."

"Most assuredly, the community will demand more of the same."

The alignment to South Central Los Angeles, he explained, speaks to one of the "voids" cited by the McCone Commission in its report on the 1965 Watts riot.

In building a skyway route to serve the area, it was noted, the opportunity also will exist for the creation of open spaces for parks and green areas, along with other recreational facilities, as well as new residential development and industrial complexes.

Furthermore, District officials related, the opportunity exists for the simultaneous coordination with governmental units, such as the Community Redevelopment Agency, in developing circulation systems in areas such as the Central Business District.

The line also would provide direct routing to new Martin Luther King, Jr. Hospital and Los Angeles County-USC Medical Center.

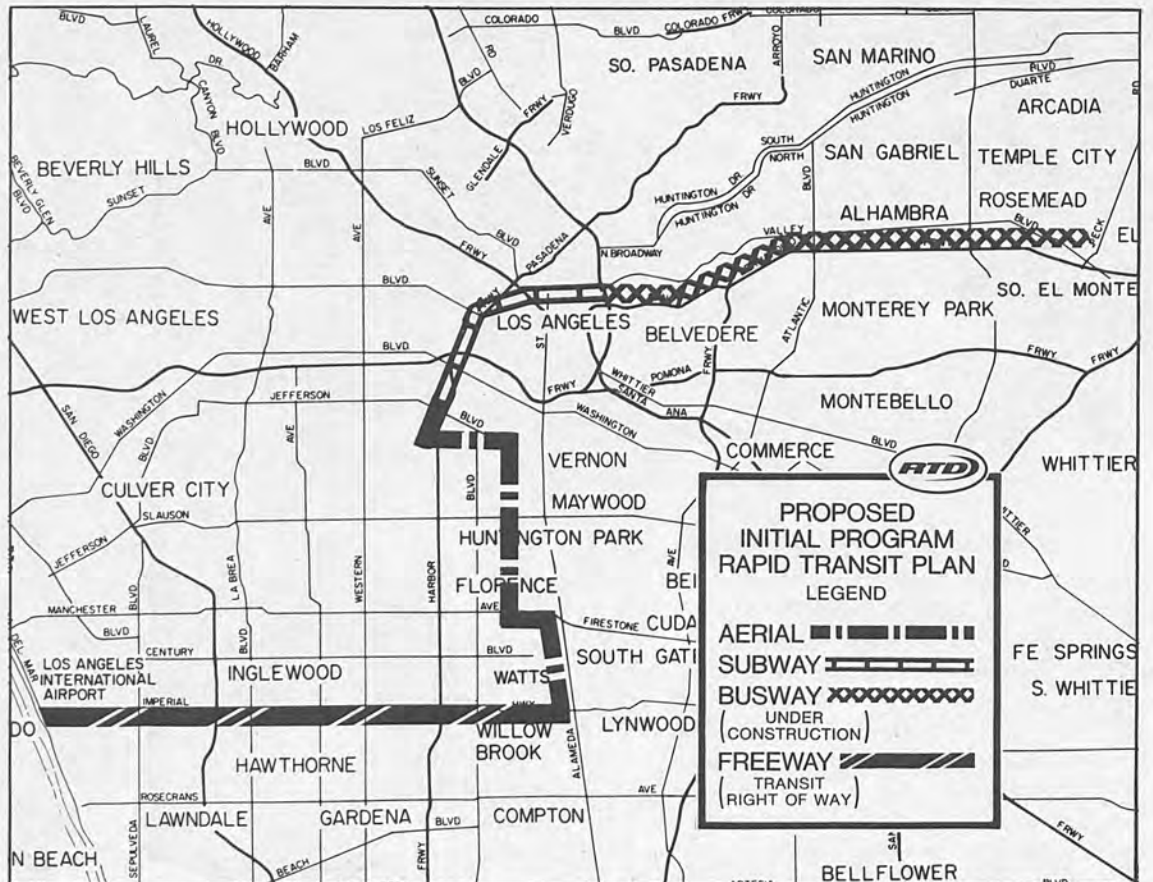
The transit facility to be established in the Century Freeway Corridor not only will afford the opportunity to develop a new traffic free access to International Airport, but will permit the development of a link between industrial com-

plexes in the southeast regions, it was explained.

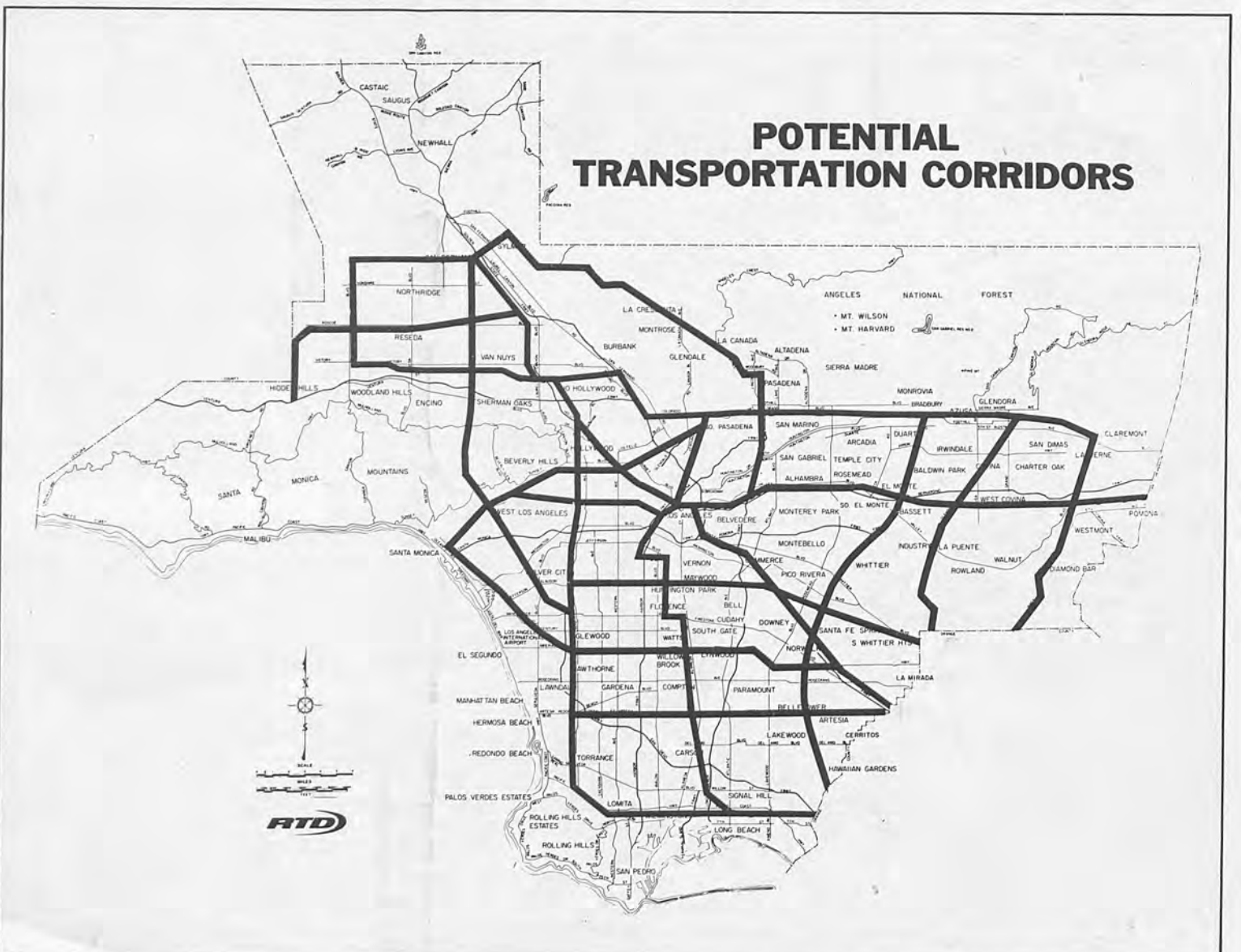
Speaking to the needs of the community in the long-range future — to the year 2000 and beyond — the Rapid Transit District recently presented the federal government an analysis of the transportation needs of the Los Angeles area, including proposals for a master plan transit costing \$6 billion.



RAPID TRANSIT DEVELOPMENT—Jack R. Gilstrap, RTD's general manager, goes over proposal for rapid transit development with the District's Board of Directors. Local newsmen were on hand for the Board's voicing approval of the measure.



FIRST-STAGE TRANSIT—Map shows first-stage transit lines proposed by RTD for joint funding by the District, the City of Los Angeles and the County. A subway-skyway through downtown Los Angeles, a distance of nearly 14 miles, is proposed by the District, the service connecting with the El Monte-Los Angeles Busway, now nearing the construction stage, and with the Century Freeway, which will have a rapid-transit corridor. This facility would extend from Los Angeles International Airport on the West to the 605 (San Gabriel) Freeway in Norwalk on the East.



COMPREHENSIVE TRANSIT—Map shows potential corridors for the development of rapid transit in the Los Angeles area. District officials have proposed joint RTD, City of Los Angeles and County funding for an initial line in downtown and South-Central Los Angeles, with extensions added as funds become available. Total system would include subways, overhead rail and equivalent, busways, and use of freeway and existing rail rights-of-way. Eventual development of the long-range plan would entail participation and approval of citizen groups from each of the affected local areas.



TOP LEFT: Engineering Department secretaries Michaelae Pearce and Jean Vona ready the department's Christmas tree for the holiday season. TOP RIGHT: RTD's Mini-bus recently participated in the 21st annual Compton Christmas parade. Shown on the Mini-bus with numerous Compton children along the parade route are (right) Compton City Councilman Wilson Buckner and Wilbur C. Miller, Jr., of RTD, and executive member of the Compton Christmas parade committee. RIGHT: Mini-maids Marie Torres (left) and Rina Alvarado hand out shopping bags advertising RTD's ExtraCar and Mini-bus. BOTTOM: Santa Claus and his Santa Belles travel by Mini-bus to set up stands to raise funds for the Volunteers of America's 75th Annual Christmas drive for the needy.



## VITAL STATISTICS

In memorium to employees who have devoted much of their lifetime in a profession designed to move people.

## JOHN FULKMAN

Junior Stock Clerk  
12-5-71/DISABILITY  
RETIREMENT: 7-1-66  
Years of Service: 28

## GLEN MORGENSEN

Operator  
11-19-71/INDEFINITE  
LEAVE: 8-13-71  
Years of Service: 25

## RETIREMENTS

Climaxing many years of work in the field of public transportation, the following District employees recently retired:

## PAUL DOBINE

Utility "A"  
Emp. 8-13-53/RETIRED: 11-30-71  
Years of Service: 18

## MICHAEL KAPITAN

Supervisor, Central Cash  
Counting Offices  
Emp. 8-24-24/RETIRED: 11-27-71  
Years of Service: 47

## EDWARD L. MOORE

Mechanic "A"  
Emp. 9-30-41/RETIRED: 11-30-71  
Years of Service: 30

## HAROLD J. OWENS

Operator  
Emp. 10-6-42/RETIRED: 11-22-71  
Years of Service: 29

## STEVE ROBINSON

Utility "A"  
Emp. 3-20-52/RETIRED: 11-30-71  
Years of Service: 19

## WALLACE M. SCHWER

Operator  
Emp. 7-22-52/RETIRED: 11-30-71  
Years of Service: 19

## PROMOTIONS

In recognition of their achievement and capabilities the following employees were recently promoted:

## J. I. ADAMS

Operator to Operator-Extra  
Division Clerk

## ARMANDO ALVAREZ

Operator to Operator-Extra  
Supervisor

## DEVONNE G. CRAMER

Operator to Operator-Extra  
Supervisor

## SHIRLEY A. CRISE

Tab Operator to Assistant Supervisor  
EDP ACCOUNTING

## WILLIAM A. DAVIS

Operator-Extra Supervisor to  
Supervisor

## WILLIAM J. FERGUSON

Cash Clerk to Assistant Supervisor,  
Central Cash Counting Office

## JOSEPH B. FLANAGAN

Assistant to Manager of Stores to  
Manager of Stores

## JOHN W. GALLAUGHER

Operator to Operator-Extra  
Supervisor

## IRVY L. GIBBONS

Operator to Operator-Extra  
Supervisor

## TOMMY L. HAYNES

Operator to Operator-Extra  
Supervisor

## SALVADOR HERNANDEZ

Operator to Operator-Extra  
Supervisor

## FRANKLIN C. JACK

Mechanic "C" to Mechanic "B"

## CHARLES A. JOHNSON

Operator to Operator-Extra  
Special Agent

## JAMES W. JONES

Operator to Operator-Extra  
Supervisor

## PATTI KELLY

Senior Price Clerk to Supervisor  
of Inventory Control

## GEORGE T. KOTOULAS

Assistant Cashier to Assistant  
Supervisor, Central Cash Counting  
Office

## MASAO MATSUMOTO

Mechanic "A" to Equipment  
Foreman I

## ALVIE G. MELVIN

Mechanic "A" to Equipment  
Foreman I

## WESLEY D. McCARNS

Transportation Administrative Analyst  
to Assistant Division Manager  
(Division 2)

## ROBERT J. MILLER

Assistant Supervisor, Central Cash  
Counting Office to Supervisor, Central  
Cash Counting Office

## RENE G. OLIVO

Operator-Extra Supervisor to  
Supervisor

## RTD Budget Hearing

Continued from Page 1

natives for consideration by the full RTD Board of Directors, "by the end of December if at all possible."

In addition to himself, Dr. Topping named RTD Vice President, Thomas G. Neusom and A. J. Eyraud, Jr., chairman of the Board's Surface Operations Committee, an Leonard S. Gleckman, Finance Committee chairman, to the review group along with key RTD staff members, including General Manager Jack Gilstrap. "This special committee will meet with community leaders, planners and public officials to obtain reaction to several ideas," Dr. Topping said.

"I want to stress that we will not be involved in another study," Dr. Topping pointed out. "The basic engineering has been completed which will enable us to proceed along a number of alternate courses."

"Our job now is to decide on that course in concert with the community and get on with the task of implementing a rapid transit program the entire community can support."

The recent passage of Senate Bill 325, which applies the general sales tax to the sale of gasoline beginning next July, is expected to provide the RTD with approximately \$16 million in 1972, of which 72 percent must normally be used for capital improvements in the bus system and new construction programs such as rapid transit.

"This new source of revenue," Dr. Topping explained, "may lead to financing of an initial element of rapid transit."

The budget as presented called for a total expenditure of \$78,640,000 in 1972, exclusive of rapid transit.

In addition to the \$5 million set aside for rapid transit in 1972, \$62,525,000 would be used for operations, \$3,105,000 would be applied to principal and interest on outstanding revenue bonds, and \$13,010,000 would be used to meet capital requirements; the latter figure includes anticipated Federal grants of \$8,250,000.

The 1971 budget contained \$58,590,000 for operations and approximately \$15 million for capital expenditures and other expense.

Income for 1972 was estimated at \$59,260,000 from the farebox and miscellaneous sources, and \$16,130,000 from the SB 325 funds.

The District will use approximately 80 percent of the latter for capital programs and bond payments, in line with the SB 325 provision that at least 75 percent of the assistance normally go for capital improvement projects.

Claims submitted against available SB 325 monies, RTD General Manager Jack R. Gilstrap pointed out, will be reviewed by both state and local officials.

## P. C. PALACIOS

Superintendent of Inventory Control  
to Assistant Manager of Stores

## JOSEPH P. PICCOLO

Mechanic "A" to Mechanic "B"

## JOSEPH R. POKORSKI

Mechanic "A" Leadman to Equipment  
Foreman I

## SHANNON K. SIMS

Secretary II to Secretary III

## WILLIAM R. SMALL

Operator-Extra Supervisor to  
Supervisor

## ROBERT A. SMITH

Operator-Extra Supervisor to  
Supervisor

## PEGGY J. STAPLETON

Supervisor to Passenger Service  
Supervisor

"This means," he said, "that RTD must continue to apply hardheaded management judgment to insure maximum cost effectiveness. While the measure offers public financial support, it also poses policy and management challenges which I am sure we will all agree, as taxpayers, is as it should be."

Bus system revenues will meet approximately 77 percent of operating costs in 1972, Gilstrap said, with the balance coming from SB 325 and from hold-over funds made available through the special 1/2 cent sales tax in the latter part of 1970.

"In light of today's conditions," Gilstrap said, "the 1972 budget could well be classified as 'austere'. It reflects an increase of approximately six percent in operational expense, to cover anticipated wage and salary adjustments, increased fringe benefits and high material costs. The extent of these is not yet known, but they will be influenced by the Administration's wage and price control policies. The capital expense items in the 1972 budget are necessary to the continued operation of RTD service, Gilstrap said.

"By taking advantage of available federal matching funds," he said, "we can purchase 112 new air-conditioned buses, install communications equipment in more than 350 existing vehicles, add bus washing and cleaning equipment, and continue a program of equipping buses with new fuel injection systems which drastically reduces harmful emissions."

Some of the capital moneys will be used to repair or add to maintenance and service facilities at six of the RTD's 13 division points.

"We also plan the installation of an electronic data processing system which will not only assist in scheduling, management control and cost control, but will also be the base for an improved telephone information service," Gilstrap said, "and we hope also to launch a modest program of bus stop sign improvement to provide better information for our riders."

Approximately \$2 million of the 1972 funds will be used for the RTD's share of the El Monte-Los Angeles Express Busway, on which construction is to start early in 1972. The balance of RTD's share of the Busway construction program will be funded in 1973.

"The budget," Gilstrap concluded, "speaks to the need for a start on rapid transit, but also provides for the continuation and improvement of service to the nearly 700,000 passengers we now carry on our buses each week."



VENICE DIVISION STENOGRAPHER HONORED—Division 6 stenographer Patricia Keck shows Operators Charley H. Williams (left) and John J. Neal (right) a certificate naming her "Secretary of the Day" by radio station KBIG. The operators think so much of her at Division 6 they nominated her for the award. Keck has been with the District 5 1/2 years, 4 1/2 of them with Division 6. To commemorate the occasion Gordon Mason, vice president and station manager at KBIG sent her a floral gift, a trophy and several gift certificates. And, all day long, the station would announce that she was their "Secretary of the Day." The scroll she's holding reads: "Be it known that Patricia Keck has been honored this day as KBIG's 'Secretary of the Day.'" In keeping with this auspicious occasion, she has been awarded prizes and acclaim in keeping with this honor. In recognition for her untiring efforts in laboring in the Art of Secretary, she has been awarded a trophy to commemorate "Your Day" in KBIG AM/FM.

## Letter From General Manager

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and 1972 will be years of achievement in the improvement and enhancement of the environment.

Our accomplishments in the establishment of the new Mini-bus service, in the development of steam and natural gas-powered buses, and in designing new catalytic mufflers and other noise and pollution-reducing devices will, most assuredly, be recorded as major contributions.

Our ability to achieve these accomplishments has been enhanced by the participation, by a number of employees, in the various training programs author-

ed by the District Board.

Our record in the year now ending has been possible because of a team effort—by each and every one of us.

We can look forward to even greater undertakings—and achievements—in the months and years ahead.

On behalf of the Board of Directors and myself, I would like to extend our appreciation for your efforts and contributions.

And to extend the very best wishes for a Merry Christmas and a Happy and Successful 1972.

Cordially,  
Jack R. Gilstrap

## RTD Directors

DR. NORMAN TOPPING,  
President

THOMAS G. NEUSOM,  
Vice President

Charles E. Compton

A. J. Eyraud, Jr.

Leonard S. Gleckman

David K. Hayward

Herbert H. Krauch

Michael E. Macke

Don. C. McMillan

Douglas A. Newcomb

Jay B. Price

Virginia Rees, Secretary

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JACK R. GILSTRAP

General Manager

GEORGE F. GOEHLER

Manager of Operations

ROBERT R. SCHOLL

Director of Public Information

WILLIAM A. REASON

Editor

## Discount Tickets

Discount tickets are currently available in the District's Industrial Relations Office at 1060 S. Broadway on a first come first basis.

Information on the tickets can be obtained by calling 749-6977, ext. 269 or 288.

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