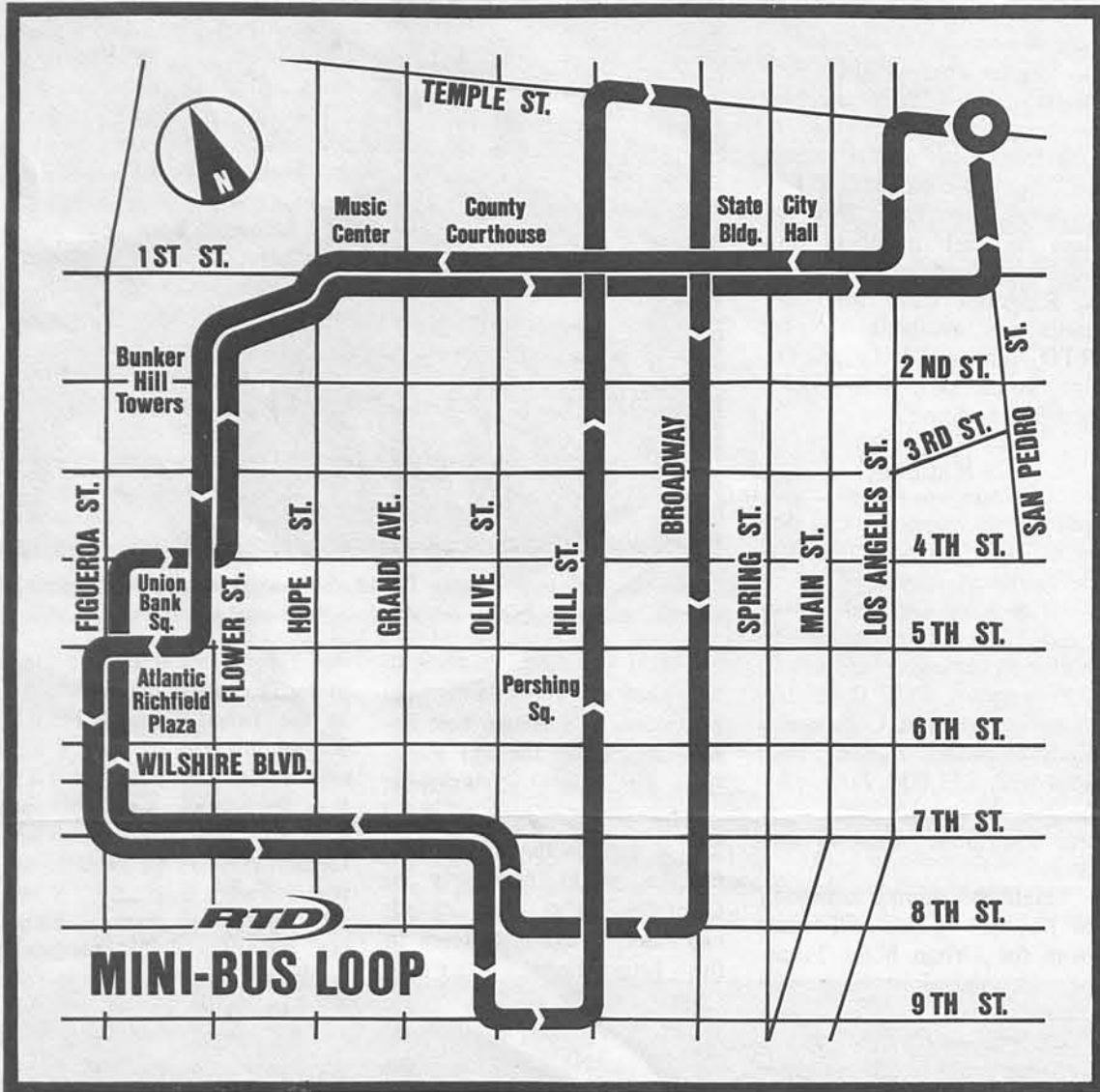


# SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

## New Minibuses To Roll Mon., Oct. 4 In Los Angeles Central City Complex



### "Minis" To Serve Civic Center, Bunker Hill and CBCD

"Beginning Monday, October 4, a single RTD line will serve most of the office buildings, commercial centers, retail stores and points of interest in the Los Angeles Central Business District," George Heinle, RTD's deputy administrator for operations, announced this week.

In overall charge of the District's Minibus Program, Heinle said that "the new 'all-around - downtown' Minibus service will be 6.9 miles in length. The new service will link Civic Center with the high - rise complex of new buildings on Bunker Hill and will provide service from both these areas to the huge retail complex along Hill, Broadway and Seventh Streets in Central City."

The service was designed to give workers, shoppers, and visitors to downtown Los Angeles a pleasant, convenient and economical alternative to driving their automobiles in what is one of the most critically congested areas in the United States.

The Minibus route (see map to left) will serve the downtown area bordered on the west by Figueroa; and by Ninth Street on the south. Minibuses will operate weekdays every four minutes between 9 a.m. and 4 p.m., Sundays and holidays excepted. The fare: a budget-pleasing ten cents to any point in the downtown area.

No transfers, monthly passes or shoppers passes will be accepted, due to the rock-bottom 10¢ fare. (RTD Employees Passes will be accepted of course.) Exact fare will apply, as on other RTD lines. Drivers will not carry or make change.

Bus stops for the new service will be identified by a new Mini-Bus sign, and will include many of the present RTD bus stops in the downtown complex, and some completely new bus stops exclusively for the new Minibuses. A route map will be displayed at all Minibus stops for rider convenience.

#### Minibuses Designed for "Short-hop" Convenience

According to Heinle, "The new service is to be operated with 19 small natural gas powered buses of a completely new and innovative design. Every consideration has been given to passenger comfort and convenience in the orange, brown and white Minibuses. Twenty colorful, vandal - proof Fibreglas® seats are cantilevered from the bus walls, providing ample space for parcels and packages under them. The cantilever arrangement provides a clear floor area which will facilitate cleaning and make possible a high degree of cleanliness and attractiveness which is expected to be the standard for this special service."

"The seats are arranged around the interior perimeter to provide easy access and a wide, easy to negotiate aisle area," Heinle continued. "And for the first time ever, four-wheel disc brakes are being used on a public transit vehicle in regular service."

RTD president Dr. Norman Topping pointed up the urgency of the new Minibus program when he said: "Improved means of circulation for people within the Central Business District has been a pressing need for years."

The RTD Board of Directors believes that the new Minibus program will deliver substantial benefits to the downtown area in the form of increased retail sales and in a measurable decrease in the number of cars and attendant air pollution.

"Designed as a public service project, the Minibus service is proposed as a better way than the gasoline burning automobile to increase people-circulation and reduce congestion and air pollution in the Los Angeles Central Business District."

The Minibus program represents a high-water mark in inter-agency cooperation toward a common goal, according to RTD general manager Jack R. Gilstrap. "This environmentally oriented program was planned and financed jointly by the Rapid Transit District, the City of Los Angeles

### J. R. Gilstrap Explores Palmdale's Prospects For Improved Transit

Whatever happens in the current ecology litigation involving the proposed Palmdale Intercontinental Airport, projections call for two decades of expansion in business, industry and population for the Palmdale/Antelope Valley area.

So said RTD general manager Jack R. Gilstrap in an address to the Palmdale Chamber of Commerce August 18, where he commended the business and civic leaders present for their concern for development of public transit in the area before the influx of population . . . for pre-planning now to handle the transportation problem before it becomes unmanageable.

He pointed out that the population of the Palmdale area in 1970 was in excess of 19,000 and is projected to be 90,000 by 1990. He suggested that such expansion must be based on adequate public transit facilities, not alone on the private automobile.

"A wait-and-regret attitude toward public transit has plagued many other similar communities with growing

pains," Gilstrap noted. "I'm happy to say that it probably won't happen here."

He praised the Antelope Valley Transportation Study Committee, which has been involved in a current land use study activated by the Los Angeles County Board of Supervisors.

The Los Angeles—El Monte Express Busway was cited as a parallel of what might be proposed at some future date as a means of modern, high speed bus commuter service between Palmdale and Los Angeles.

He also suggested that the RTD's soon-to-begin Minibus service might well offer one solution to combat the traffic congestion generated by Palmdale's future growth.

Gilstrap concluded by assuring his audience that the District stands ready, willing and able to cooperate with concerned citizens, business entities and civic groups in planning for optimum transit services in the Palmdale/Antelope Valley area whenever invited to do so.

### "Finders Aren't Max Stewart"

Operator Max B. Stewart of Division 7 recently found a shopping bag on his bus containing \$1,201 in cash and \$340 in traveler's checks. He turned them over to division manager K. E. Parker.

In recognition of his returning the money, RTD's general manager Jack R. Gilstrap noted in a letter to him, "Your action in this case certainly exemplified the District's policy of protecting and properly handling articles lost by our patrons. It is my sincere pleasure to personally commend you for your honesty, and to let you know that a copy of this letter will become part of your permanent personnel record."

The shopping bag and its highly liquid assets were returned to the owners, Mrs. Frances Kuhn and her son Richard Coates.

A 31 year veteran of public transportation, Stewart started his career in 1939 with Los Angeles Transit Lines as a motorman. Today he operates a bus Line 94 servicing Santa Monica Boulevard and West Hollywood.

# Second Promotion For Former Utilityman In Six Months



**THE RIGHT JOB**—Recently promoted to mechanic, Freddie Hardemion has found the right job—working on the District's rolling stock. A full-fledged mechanic with a second promotion in his new field under his belt he works on one of Division 5's buses.

On August 15 Freddie Hardemion of Division 5 became the first man under the District's new mechanic training program to be promoted the Mechanic "B".

Hardemion, a utilityman for 10 years, enrolled in the District's new training program last year. On February 12, 1971 he graduated and 16 days later was assigned to Division 6 as a Mechanic "C".

He has set a fine example for his brother Gene, as well as other utilitymen desiring a mechanic position with the District. Following his brothers example, Gene Hardemion enrolled in the next convening class and is now a Mechanic "C" at Division 7.

According to John Wilkens, Director of Industrial Relations, "It is evident that the

mechanic program is a valuable asset, not only to the men attending the classes, but the District as a whole. This is evidenced by the fact that almost every graduate of the program has been promoted to a mechanic rating as openings occur. The only ones waiting are the graduates from last month.

"Establishment of the mechanic training program," Wilkens continued, "came about through the efforts of the District's Board of Directors, Industrial Relations and the Maintenance and Equipment Department. This fused with the personal ambitions of the men attending the classes enables the District to expand its long-standing policy of promotion from within."

# Disneyland Books On Sale

This year, Magic Key Ticket Books, usually available only during the winter season, will be on hand one week early, beginning Monday, September 6. This will enable Magic Kingdom Club members and their families to enjoy Disneyland's end-of-summer spectacular, "Dixieland and All That Jazz" at winter prices.

To run September 6 through 11, "Dixieland and All That Jazz" will feature Dixieland and Big Band music performed throughout the park by Bob Crosby and the Bobcats and a host of other jazz musicians. In addition, a special fireworks display will be featured nightly on the Rivers of America.

Magic Key Ticket Books will be available at all Disneyland Main Gate Box Offices to Club members only beginning September 6. Magic Kingdom Club Members' cards are available at the RTD Industrial Relations Office on the sixth floor, headquarters building.

## Minibus

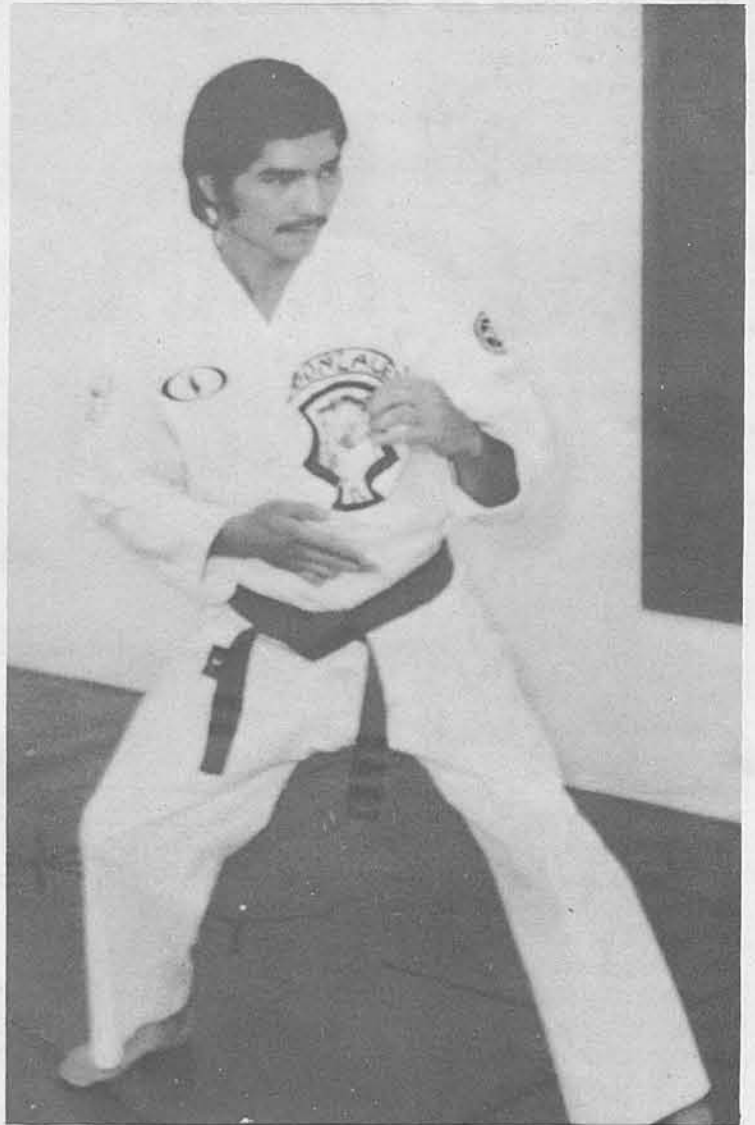
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geles, the County of Los Angeles, and the Community Redevelopment Agency.

"The City Council authorized \$219,000 as its contribution in setting up the \$725,000 program, while the County Supervisors and Community Redevelopment Agency each approved \$73,000 for the project. The District share was \$367,000," Gilstrap continued.

"Half the money necessary to buy the buses will come from the Urban Mass Transportation Administration, with the matching share being provided from monies received as a direct benefit of the temporary one-half cent sales tax in the District made possible by the Lanterman Bill (AB 2136), enacted in 1970."

# NOTE: Please Do Not Crowd or Jostle On The Elevators



Brown belt Karate holder David Gonzales takes the "fighting stance" as he begins his regular four hour workout.

David Gonzales, a clerk in the District's accounting department, is a brown belt karate instructor for Ed Park-fense Studio in Garden Grove.

This studio has won more karate awards than any other in the world according to Gonzales, who last month captained a five-man team in the International Karate Championships at the Long Beach Sports Arena. His team took third place. They might have gone higher, but due to injuries, they couldn't participate in the finals.

Gonzales, who lives in Gar-

den Grove, became interested in karate when, as a student at the Bolsa Grande High School, he had to pass a karate studio everyday on the way to school. One day he went in, "just to get some information." Six years later he was a karate instructor. Now, after years of intense training, including daily four-hour workouts, he stands ready for the final challenge—to win the coveted black belt. He will take that test on September 11, under the watchful eyes of Ed Parker and five black belt managers from his studios. Then—watch out.



**WHAT IS IT—AND WHERE IT'S AT:** More than 6,000 helium-filled balloons were given away by the RTD during the recent Sixth Annual Watts Summer Festival. The District's natural gas bus was on display at Will Rogers Park as proof positive of the agency's concern for air quality. On hand to give the first-hand story were (from left, holding balloons) Lucius Collier and Wilbur C. Miller, Jr. of RTD's Public Information Department, and John Kimble, RTD Instructor.



**RTD GRADUATES**—Four additional utilitymen have qualified for positions as bus mechanics with the District. The now-promotable District employees were honored at a "graduation" ceremony attended by officials of the Transit District and the Amalgamated Transportation Union. From left are Graduate Jessie Ramsey, Instructor Fred Klett, Graduates Caldwell Manley and Granvel Childs, RTD Manager of Operations George F. Goehler, Graduate Eddie Fentroy, Amalgamated President Jerry Long, and John Wilkens, Director of Industrial Relations for the District. Childs, Fentroy, and Ramsey live in Los Angeles, while Manley resides in Pasadena.

# Radio Dispatch Center Great Problem Solver

Heart of RTD's 57,000,000-mile-a-year operation is its Radio Dispatch Center at Division 2.

With operations that span the clock, the Center maintains continual communications with the District's bus fleet either through the operators or supervisors, who have radios in their cars.

Contact is made possible through EMMA (Emergency Message Alert) and SAM (Silent Alarm Module).

EMMA, a two-way radio system, is a means of voice communication enabling service personnel, bus operators and dispatchers to talk RTD out of potential trouble such as congestion on the freeways, traffic jams on surface streets, fires, mechanic problems, and other schedule scrambles. Teamwork is the key to this operation—and this teamwork enables the District to maintain its daily on-time performance record intact. Also, passengers who lose articles on District buses can locate their items more readily through an assist from EMMA.

Supplementing EMMA is SAM, a unit hidden from view but in easy reach of the operator. It can be used to signal a holdup or other on-board emergency. For, when the switch is tripped, an electronic impulse is sent to the Center where an alarm sounds and the bus, line and run numbers register on a huge console in front of the dispatcher.



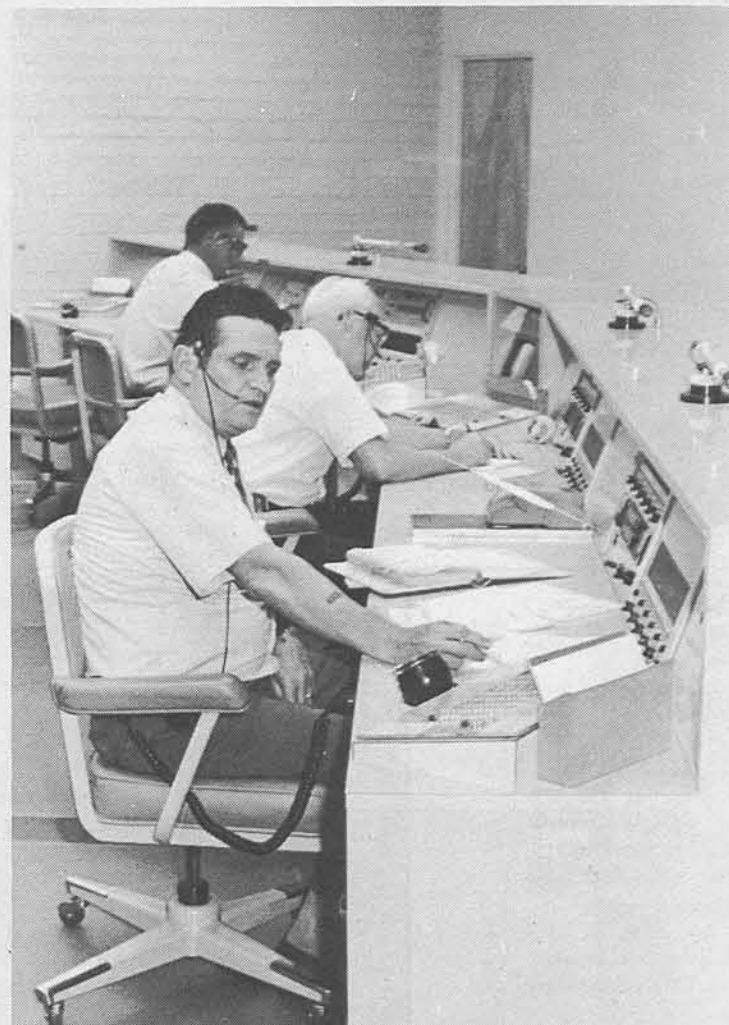
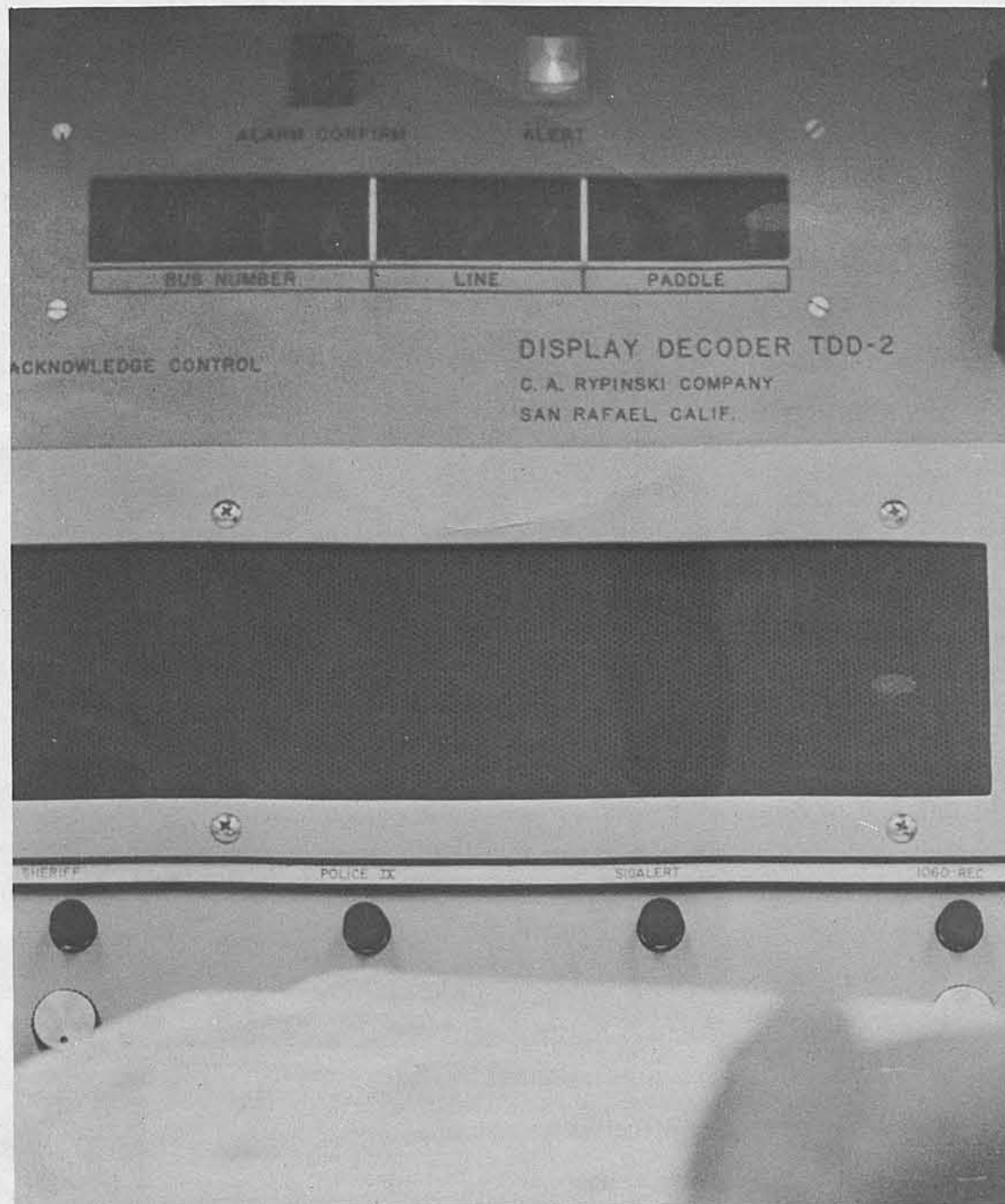
RTD's Radio Dispatch Center at Division 2, a facility as modern as any airport control tower, is manned by three traffic control experts who help keep the District's 1,511 buses moving on some of the world's busiest streets and freeways.



Frank Blumenthal receives a call on SAM. This alarm system produces positive identification of the vehicle sending in the alarm, whether for normal transmission or for a crime or other emergency.



A potentially hazardous traffic situation is noted by dispatcher Clarence C. Doaks. He will alert operators using that area of the hazard, thus saving time and trouble.



(ABOVE) Using the Emergency Message Alert system (EMMA), Russell K. Davis talks with an operator on the Santa Ana Freeway. This two-way radio system enables operators or dispatchers to keep each other abreast of freeway sigalerts, surface street traffic jams, fires and other potential schedule-scrambling situations. (LEFT) SAM, one of two District bus communication systems, is RTD's Sam Spade. It produces impulses, when a hidden switch is tripped, which lights up a panel at the Center showing the number of the bus, the line, and its run. Quick response at the Center makes sure appropriate action comes fast to the SOS.


**SOUTHERN CALIFORNIA  
RAPID TRANSIT DISTRICT**

1060 SOUTH BROADWAY • LOS ANGELES, CALIFORNIA 90015 • TELEPHONE (213) 749-6977

 JACK R. GILSTRAP  
GENERAL MANAGER

August 31, 1971

Dear Fellow Employee:

Since President Nixon issued his Executive Order temporarily freezing wages, rents and prices, I have been asked many questions regarding the effect of the order on the District's employees. This letter will, I hope, answer most if not all of those questions.

Stated simply, during the 90-day period of the order wage increases are virtually ruled out.

1. There can be no merit increases to non-contract employees under the Position Classification and Salary Plan. This also pertains to management salaries.
2. The 5¢ per hour cost-of-living increase which was to go into effect under labor agreements with the United Transportation Union and the Brotherhood of Railway Clerks cannot be granted at this time.
3. Longevity and seniority increases encompassed in those agreements cannot take effect.

At the time the Presidential Order was issued, the District and the Amalgamated Transit Union were engaged in contract negotiations. By mutual agreement those negotiations have been suspended, and the present contract will remain in effect until at least 11 days after negotiations are resumed. There are no scheduled wage increases during the freeze period under the terms of this contract.

During the period covered by the order, some District employees will be promoted to positions with different duties and greater responsibilities. They will be given the normal increase in compensation for the position to which promoted. This includes those advancing from trainee positions to full employee status.

As you know, on September 1 we assume responsibility for the operation of Eastern Cities Transit Lines. Employees of that organization will transfer to the SCRTD payroll and their salaries will be adjusted to the SCRTD schedule which is in accordance with the Presidential Order.

One of the more difficult problems posed by the Presidential Order concerns the increase in pension plan benefits negotiated with the Amalgamated Transit Union, United Transportation Union and Brotherhood of Railway Clerks in 1969, to become effective September 1 of this year. In accordance with a recent interpretation of the order, these amendments to the pension plans will be placed into effect as scheduled, and anyone retiring during the freeze period will receive the increased benefits provided in the plans.

The information given above is based on the interpretations of the Presidential Order by our Industrial Relations Department, our labor consultant and our legal counsel. As you know, the Government will continue to define more clearly the provisions of the order. If these changes affect the situation as regards District employees, you will be kept informed.

Meanwhile, please be assured that the District will comply with both the spirit and letter of the President's order, while at the same time making every attempt to obtain current information with respect to the order.

Sincerely,

 Jack R. Gilstrap  
General Manager

SERVING 2,280 SQUARE MILES OF SOUTHERN CALIFORNIA

## Governor Reagan Signs 2 Bills To Speed Busway Construction

Construction and operation of California's first Busway moved a step closer last month when Governor Reagan signed two bills which broadened the state's power to use highway tax funds for parking, railroad realignment and other construction facilities related to the project.

The two emergency bills were necessary before the state could proceed with construction.

One of the bills, AB 761, authored by Assemblyman Wadie P. Deddeh (D., Chula Vista), authorizes the Department of Public Works to spend federal and state gas tax funds for the construction of fringe area and transportation corridor parking facilities, which are an essential element of the busway project.

The other, proposed by Assemblyman William Campbell (R., La Puente), gives the Department authority to modify the alignment of the Southern Pacific Railroad and eliminate the railroad grade crossing in the city of El Monte.

With the enactment of Campbell's legislation, the cost of relocating the railroad can be shared between highway funds and federal transportation funds.

This work is subject to the Southern Pacific Transportation Company's execution of the agreement for the relocation and abandonment of its existing Baldwin Park line. The railroad will also make a ten percent contribution to all costs necessary for the grade crossing elimination.

Total cost of the 11-mile busway which will provide exclusive lanes for express commuter buses, including parking facilities, railroad realignment and construction of the bus lanes is approximately \$53 million.

Costs will be shared by the Federal Highway Administration, Federal Urban Mass Transit Authority, State Department of Public Works, the Southern California Rapid Transit District, and the Southern Pacific Transportation Company.



**GENERATIONS OF BUS RIDING**—Several generations of bus passengers were represented at a preview of the changeover to RTD's operation of Eastern City Lines, a private firm operating three bus routes in the East Los Angeles area. George F. Goehler (left), manager of operations for the District, explains that the acquisition of Eastern by RTD will result in improved transit facilities for the community. With Goehler are Mrs. Mary Razo, Avelino Oestos, long-time passengers, and Eastern Operator, Sam Rodriguez. Oestos has been riding buses in East Los Angeles for nearly a quarter of a century. Mrs. Razo and her parents have been traveling the lines for an equal number of years.

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Manager of Operations  
ROBERT R. SCHOLL  
Director of Public Information  
WILLIAM A. REASON  
Editor

**PROMOTIONS**

**MONEY C. BROWN**  
Utility "A" to Mechanic "C"  
**FREDDIE M. HARDEMION**  
Mechanic "C" to Mechanic "B"  
**LUCILIOUS JACOBS**  
Utility "A" to Mechanic "C"  
**HARRY C. MAL**  
Utility "A" to Mechanic "C"  
**CHARLES D. YARBROUGH**  
Operator to Cash Clerk

**VITAL STATISTICS**

**SIMEON L. DAVIS**  
Lineman  
8-11-71/SPECIAL ROLL: 1-5-46  
Years of Service: 20  
**JAMES J. INMAN**  
Leader  
8-14-71/SPECIAL ROLL: 10-5-46  
Years of Service: 26  
**ERNEST L. KING**  
Head Blacksmith  
8-13-71/SPECIAL ROLL: 9-20-45  
Years of Service: 39

**RETIREMENTS**

(Correction)  
**JOE STEELE**  
Elevator Starter  
Emp. 6-9-52/RETIRED: 5-31-71  
Years of Service: 18

Southern California Rapid Transit District  
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