

# SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

## Senior Citizen Fares To Be 10 cents Throughout District Effective June 1

A reduction in senior citizen basic fares from 20 cents to 10 cents has been approved by RTD's Board of Directors. Additional zone charges and transfer fees were not changed.

To become effective June 1, the reduced fare will be available from 9 a.m. to 3 p.m. and after 7 p.m. Mondays through Fridays and all day on Saturdays, Sundays and on holidays. Previously, Saturday use was restricted to the same hours as weekdays.

The action followed a public hearing on May 3, at which the RTD directors heard a number of individual senior citizens and representatives of senior citizen groups plead for lower fares.

"We are very much aware of the special problems of senior citizens," declared RTD president Norman Topping. "This was one of the first areas in the country to provide reduced fares, which were first offered here in 1961. When our regular fare was increased to its present 30 cents in 1967, the special 20 cents senior citizen fare was not changed.

"We feel that we have been responsive to the needs of this group of citizens, and that the new fare reduction will enable more of them to use the bus more often."

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## People-Mover For Downtown L.A. Proposed

On April 24 the District informed the Urban Mass Transportation Administration (UMTA) that the District intends to file a formal application for a demonstration grant to provide funds for the design and construction of a secondary distribution (people-mover) system to be constructed in downtown Los Angeles.

"An improved means of circulation in the Los Angeles Central Business District has been recognized as a necessity for a number of years," noted Jack R. Gilstrap, RTD's general manager. "This secondary distribution system has full support of the City of Los Angeles, its Community Redevelopment Agency and the RTD."

The proposed system

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## Bus Service For Newhall-Saugus-Valencia In July

Responding to requests from organizations and residents of the growing area, RTD's Board of Directors installed local inner-valley service to commence in mid-July on a six-month experimental basis.

The new routes are designed to serve the area's major residential, commercial, educational and recreational focal points.

Route A (Valencia-Newhall Friendly - Valley Service) will commence at the intersection of Lyons Avenue and Wiley Canyon Road, continuing along Lyons Avenue, Newhall Avenue, Market Street (Newhall), San Fernando Road, Magic Mountain Parkway (Saugus), to Valencia Boulevard. Then along Soledad Canyon Road to Solemint Junction. From this

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## RTD Employee Named Chairman Of Rosemead C of C Committee

Jim Durfee, a buyer for the District's Purchasing and Stores Department at South Park, has been named chairman of the Rosemead Chamber of Commerce's public relations committee by the Chamber.

"Basically," Durfee explained, "the public relations committee goals for 1972 will be to tell the Chamber story to its members and to the community. The group also advises on programs of external promotion for the City of Rosemead."

Durfee is one of a group of RTD employees representing the District in the principal Chambers of Commerce in Southern California. This group, called Ambassadors,

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## Concrete Barriers Go Up In Busway Median; Designed To Keep Vehicles Off SP Tracks

Concrete barrier walls are rapidly taking shape along the Busway between El Monte and Long Beach Freeway. Constructed to separate the Busway lanes

from the Southern Pacific Railroad tracks, the barriers (see top and bottom photographs) are heavily reinforced to

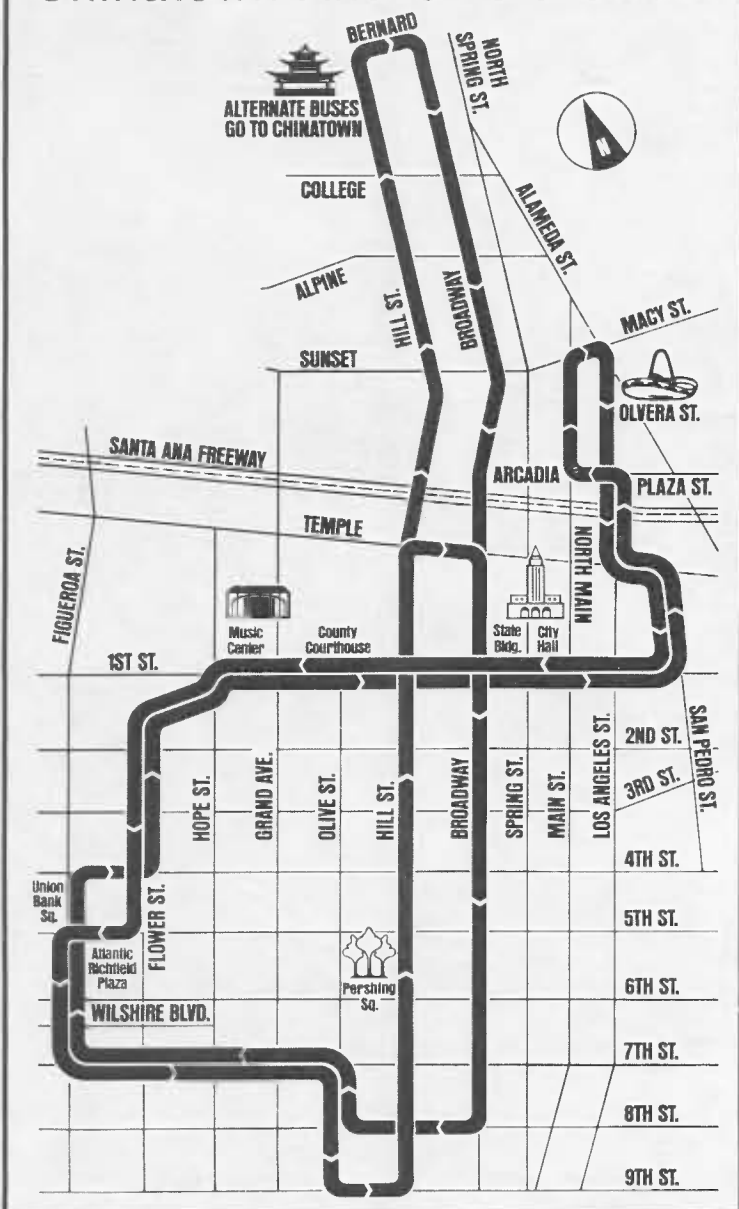
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**SIGN UP FOR  
A  
SAVINGS  
BOND  
NOW**

# Map of Mini-bus Service

## Service Increased To Serve Chinatown And Olvera Street



# Newhall Service

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point buses will operate along Sierra Highway (Highway 14) and Friendly Valley Parkway to a terminal zone at Avenue of the Oaks (Friendly Valley).

Route B (Newhall-Saugus - Valencia - College of the Canyons-California Institute of the Arts) will commence at a downtown Newhall terminus at Market Street and San Fernando Road, operating west along Market Street, Newhall Avenue, Lyons Avenue, and Golden State Freeway, turning off to serve California Institute of the Arts at McBean Parkway. Service then will operate via Golden State Freeway, Valencia Boulevard, serving the College of the Canyons, then to the new Civic Center development, Magic Mountain Parkway and San Fernando Road to the point of the beginning.

Reverse service of these loops will be operated.

Proposed schedules provide for an eighty-minute frequency on weekdays between the Valencia - Newhall-Friendly Valley routing over a spread of service from 8 a.m. to 5:16 p.m. The same frequency will apply on the Newhall - Saugus - Valencia-College of the Canyons - California Institute of the Arts routing, between 7:20 a.m. and 5:49 p.m.

Only the Valencia-Newhall-Friendly Valley route will be operated on Saturdays, on a frequency of eighty minutes between the hours of 9:13 a.m. and 5:15 p.m.

No service will be operated on Sundays or national holidays

# What's Happening At The Calif. Museum Of Science And Industry

DESIGN WEST '72—Hundreds of projects, from furniture to fashions, are shown by design students from colleges, universities and design schools throughout Southern California in this popular 15th annual museum exhibition. On display from June 17 to August 13.

GOODWILL INDUSTRIES EXHIBIT "FROM THAT YEAR"—Joining the museum in celebrating the 100th year of Exposition Park, Goodwill Industries will present a collection of antiques and artifacts from Goodwill stores around the world. The story of nonprofit Goodwill Industries at work, and the ways handicapped men and women are able to become productive, wage-earning citizens, also is related to this exhibition. On display from June 24 to August 12.

## Schedule Affecting Events

**Wednesday, June 7, 1972 to Wednesday, September 6, 1972, Inclusive**

Los Alamitos-Night Quarter Horse Racing-Monday through Saturday. Post Time 7:45 p.m.

**Sunday, June 18, 1972**

Division Shake-Ups will become effective.

**Monday, June 19, 1972**

Schools closed for summer vacation. School Holiday Schedules will be operated on all lines.

**Thursday, June 29, 1972 to Wednesday, August 9, 1972, Inclusive**

Summer Schools in session. Schedule letters will be issued to provide necessary school service.

**Tuesday, July 4, 1972**

Independence Day-Legal Holiday. Sunday Schedules will be operated on all lines with the following exceptions:

- (A) Line 1-Traffic Loaders-Special Holiday Race Schedule No. 72042
- (B) Line 5-Special Race Schedule No. 72047
- (C) Line 31-Legal Holiday Schedule No. 72025
- (D) Line 54-Legal Holiday Schedule No. 68014
- (E) Line 57-"21"-Special Race Day Schedule No. 72050
- (F) Line 57-"54"-Special Race Day Schedule No. 72053
- (G) Line 57-"60"-Special Race Day Schedule No. 72056
- (H) Line 57-"85"-Special Race Day Schedule No. 72059
- (I) Line 57-Los Alamitos Special Race Day Schedule No. 72121
- (J) No service operated this date on Lines 105, 107, 108, 109 and 110.

There will be Thoroughbred Racing at Hollywood Park. Post Time 1:00 p.m. There will be Night Quarter Horse Racing at Los Alamitos. Post Time 7:45 p.m.

**Monday, July 24, 1972**

Last day of Thoroughbred Racing at Hollywood Park.

**Wednesday, August 9, 1972**

Last day of summer school.

# People-Mover

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would comprise 1.7 miles of double guideways with four stations. Estimated cost of the people-mover is figured to be between \$35 and \$40 million.

"It will have the capability," Gilstrap continued, "for expansion to serve as the basic distribution network for the Central City portion of Los Angeles, and will complement the trunk-line rapid transit system now in final planning stages.

"The system," Gilstrap concluded, "will embrace, in first phase development, a 4,000-car satellite parking structure in the vicinity of Second Street and Glendale Boulevard, then progress easterly to the main Bunker Hill Station on Grand Avenue between Third and Fourth Streets, continuing easterly to an eastern parking structure accommodating approximately 7,500 cars and on to a station in the vicinity of Boyd and San Pedro Streets."

# Give Blood

# Freeway Jumper Stopped By Alert RTD Operator



SPLIT-SECOND ACTION—Louis D. Williams (second from left), Operator from Division 4, receives a commendation from Dr. Norman Topping, RTD president, for "alertness, quick thinking, and fast action in saving a fellow human being's life." The Los Angeles resident had braked his bus and rushed out to restrain an individual ready to leap from a Harbor Freeway overpass. Joining in the presentation are Sgt. Stan Meyers of the California Highway Patrol (left), and Jack R. Gilstrap (right), RTD general manager.



SERVING SENIORS — Jay B. Price (left), member of RTD's Board of Directors, celebrates the recent extension of Line 46 bus service to the Cudahy Community Center, Park and Santa Ana Streets, with Leo Turner (Center), Cudahy city councilman, and Mayor Ernest B. Bristow (right). The Friday-only service is especially designed to serve the community center's senior citizen's club, of which Turner is president. Looking on above are Earl Ankeny (left) and Fred Atkinson, club members.



Instructor Al Altig shows student operator Richard Hart proper way to hold the steering wheel of a bus.



Instructor Al Altig explains the proper way to approach an intersection to student operators Victor Frias (center) and Ronnie Outland (right).

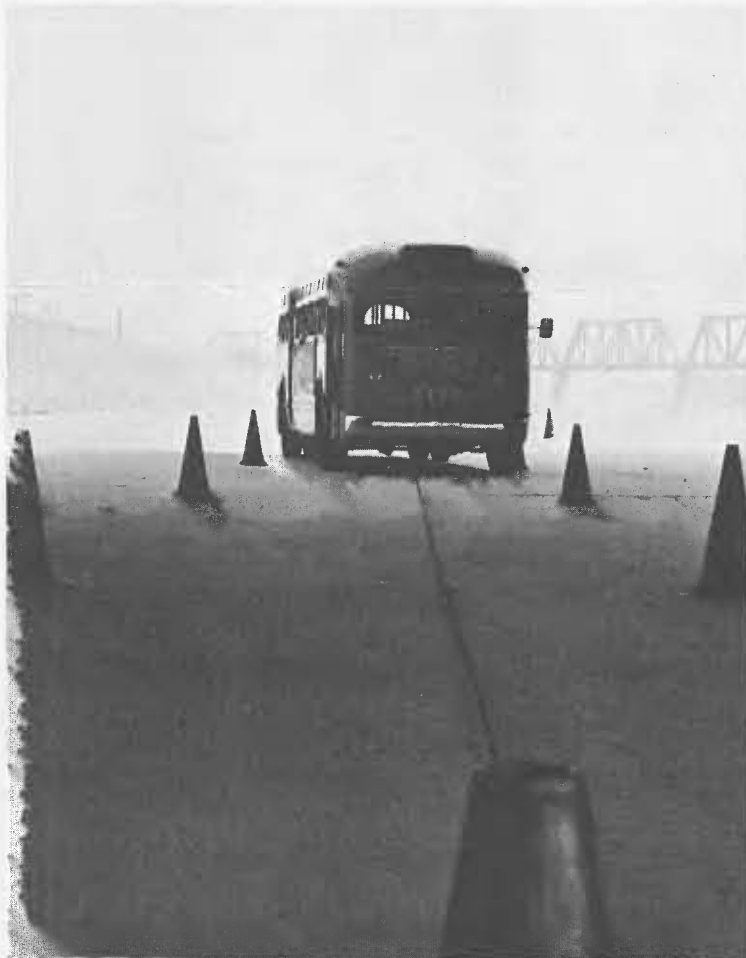
### Driver Training Program

RTD utilizes a driver training course just off the Long Beach Freeway at Tweedy Boulevard in South Gate as part of the District's driver training program.

Here RTD instructors train student operators in the proper handling of RTD equipment.



Instructor Nathan Lavelle shows students (left to right) Jesse Garcia, Henry Sorenson and Victor Patterson the proper distance a bus should be from the curb when picking up passengers.



Student operator drives through the obstacle course used to enable operators to check their left and right side clearances as they move along a simulated city street.



Instructor Nathan Lavelle describes how to drive through the obstacle course.



Instructor Bill McGee tells students how to judge bus clearance as they move through the obstacle course.



Students get the feel of RTD equipment as they weave in and out of pylons especially laid out to simulate moving through traffic.

## Senior Citizens

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The District officials also voted to consider elimination of the special \$9 monthly pass for senior citizens at its next meeting.

Their action came following a public hearing of a proposed District budget for the 1972-73 fiscal year.

The hearing was conducted as a result of a change in the agency's fiscal year from a calendar basis to a July 1 — June 31 schedule, which conforms to most governmental agencies.

The \$107,165,000 budget presented today compares to a \$93,640,000 budget adopted by the RTD Board of Directors last December for the current calendar year.

The new budget provides for \$72,920,000 in operating expense, capital expenditures of \$24,655,000, debt service costs of \$3,090,000, and a set aside of \$7,500,000 for rapid transit development. "The new budget reflects some previously unanticipated increases in the cost of our retirement program and in other operating costs," explained RTD General Manager Jack R. Gilstrap. "At the same time, it includes some items previously scheduled for 1973."

"We have also increased our capital budget for the year, reflecting changes in our five-year capital improvement program which will provide us with more than 200 new buses, as well as accomplishing much-needed repairs and renovation in some of our operating divisions."

No additional changes in fare structure are reflected in the budget, Gilstrap emphasized.

"Our projected revenues are fundamentally the same as we would have projected at the first of the year," he said. "This includes annual passenger or farebox revenues of approximately \$47,900,000, tax revenues of approximately \$39,000,000 including funds still being derived from the special 1970 sales tax levy, federal grants of some \$17,307,000 and subsidies, advertising revenues interest earnings, and other revenues, totaling \$2,958,000."

### PROMOTIONS AND REASSIGNMENTS

In recognition of their achievement and capabilities the following employees were recently reassigned.

**QUADE W. ANDERSON**  
Utility "A" to Mechanic "C"

**BOBBY N. BRAY**  
Mechanic "B" to Mechanic "A"

**THOMAS R. BROWN**  
Division Manager to Staff Assistant II

**MARY LOU ECHTERNACH**  
Information Clerk to Temporary Supervisor and Information Clerk

**LEWIS H. ELLIS**  
Supervisor to Supervisor-Extra Dispatcher

**WILLIAM A. WARREN**  
Operator to Operator-Extra Supervisor

## Ambassador

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has been established to work with Chambers of Commerce in order to provide an extension of the community relations program of RTD.

During his time as a District Ambassador, Durfee has served as a member of the Rosemead Chamber's board of directors and was chairman of the 1971 membership committee. Under his guidance, a 30 per cent increase in membership was obtained last year.

In their capacity as Ambassadors, employees attend meetings, participate in committee deliberations and are responsible for contacts on behalf of the District with their Chamber. They keep the Chamber advised on transit developments. Requests from the District to the Chamber are made through the Ambassador and they in turn receive communication from the Chamber directed to the District.

## Busway

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withstand the force of a fast moving vehicle crashing into them.

Busway lanes, 17 feet wide, will parallel the barriers. The east lane, soon to be under construction, will be built (see bottom photograph, page 1) alongside the right hand barrier and the far right overpass support. Because of the 17-foot width of the Busway the supports on the overpass and the walkway (top photo) will have to be relocated within the barrier wall.

A line of brightly colored rubber pylons will be placed in the area about in line with the right support pillar. These pylons will separate the Busway lane from a 10-foot shoulder between the Busway lane and the number one lane of the freeway and which will serve as an emergency parking area for Busway buses and freeway vehicles.

### RETIREMENTS

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

**WALTER R. COPITHORNE**  
Operator  
Emp. 1-14-43/RETIRED: 5-17-72  
Years of Service: 29

### VITAL STATISTICS

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

**JOHN W. CHAPMAN**  
Mechanic "A"  
5-14-72  
Years of Service: 36

**THOMAS W. HIGGIE**  
Mechanic "A"  
5-16-72/RETIRED: 4-1-62  
Years of Service: 42

**RALPH H. NISSLEY**  
Operator  
4-20-72/RETIRED: 10-1-56  
Years of Service: 12

**MERLIN A. TRIBOULET**  
Division Clerk  
5-9-72  
Years of Service: 38



DISTRICT SUPERVISOR CARS TAKE ON NEW LOOK—(TOP) George Heinle, assistant manager of operations, (right) and Norm Raddi, foreman I, (left) watch Fred Washington, mechanic "A" finish putting on newly designed yellow, red and black decals on new supervisor cars at South Park. (BOTTOM) Supervisor George Miller pulls out of Division 2 for his operating area in the valley behind the wheel of one of the District's new units.

### 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

Published by and for the employees of the Southern California Transit District.

- JACK R. GILSTRAP  
General Manager
- GEORGE F. GOEHLER  
Manager of Operations
- ROBERT R. SCHOLL  
Director of Public Information
- WILLIAM A. REASON  
Editor



NEW SERVICE—Leonard Gleckman (left), member of RTD's Board of Directors, discusses recent extension of RTD Line 133 service to the Hojas de Plata senior citizens housing facility, Orange and Francisquito Avenues, with manager Joseph Dunn and resident Mrs. Rose Few. Coordinating with the District in the extension of the route were members of the La Puente and West Covina City Councils.

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