

EXPRESS BUSWAY MAJOR STEP FORWARD TO RAPID TRANSIT IN SOUTHLAND



BUSWAY DISCUSSION—Directors of RTD were interviewed by print and broadcast media representatives following federal approval of the El Monte-Los Angeles Busway project. The vice president of the District (right), Thomas G. Neusom, and Leonard S. Gleckman, who represents the area where the busway will be built, are questioned by Newscaster Stan Chambers of KTLA Television (Channel 5). Neusom and Gleckman hailed the action by Secretary of Transportation John Volpe in approving the project as a major action in easing Los Angeles area congestion, particularly for the signal-plagued San Bernardino Freeway. Construction of the project will begin shortly and it is planned to have the first seven-mile segment of the eleven-mile busway completed and in use by the fall of 1972. The busway will consist of in-bound and out-bound exclusive express lanes for high-speed bus travel. For the most part, the lanes will occupy part of the Southern Pacific Railroad right-of-way along the San Bernardino Freeway.

Special Freeway Flyers Will Operate In Bus-Only Lanes On San Bernardino Freeway

Los Angeles County is going to have the first exclusive express busway in the United States.

This was assured June 23 when Secretary of Transportation, John A. Volpe, approved \$51.5 million for construction of an 11 mile exclusive busway in the center and alongside the San Bernardino Freeway between El Monte and Los Angeles.

In announcing the approval of the project, Secretary Volpe said, "In our concentration on the need to move numbers of people instead of numbers of vehicles, the use of exclusive busways has proven an effective method of dealing with rush hour, urban traffic congestion. Successful experiments with exclusive bus lanes in the metropolitan areas of Washington, New York and Seattle have demonstrated that commuters save significant amounts of time by parking their cars and leaving the driving to others."

The project is a joint undertaking by the District in cooperation with the Urban Mass Transportation Administration, the Federal Highway Administration, the California Business and Transportation Agency's Department of Public Works, Division of Highways, the Southern Pacific Transportation Company, and the cities of El Monte and Los Angeles.

The busway will be built in the center and alongside the San Bernardino Freeway starting at Santa Anita Avenue in El Monte and extending westerly for 11 miles to Mission Road in Los Angeles. Buses will enter and leave the busway at each end and via special ramps near the mid-point of the route and at the Long Beach Freeway.

When the buses leave the busway at Mission Road in Los Angeles they will utilize a widened section of the Santa Ana Freeway to cross the Los Angeles River. They will exit

in the vicinity of Union Station and then follow an adjacent access road to Spring Street. They will then travel south on Spring to First Street then west to Olive, south to Seventh Street, west to Union Avenue, north to Wilshire Boulevard and west to Western Avenue. Exception to this pattern would be the interurban buses which will continue down Spring to 6th and then easterly to the RTD-Greyhound Terminal at Sixth and Los Angeles Streets.

Express Lanes Will Reduce Travel Time By As Much As 27 Minutes

Unobstructed bus travel from El Monte to downtown Los Angeles will enable District buses to provide 18 to 20 minute service in the peak hours. It now takes buses traveling in present auto-jammed lanes 36 to 45 minutes to make the trip.

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UMTA Helps RTD To Update Bus Fleet

Specifications are currently being drawn up for 212 new buses.

Funds for the new buses will come from an Urban Mass Transportation Capital Grant and District funds. UMTA is putting up \$5.2 million—the District will match it.

Each of the new buses will be air-conditioned, have 2-way radios and the latest emission control innovations.

The UMTA GRANT also enables RTD to purchase 53 supervisory and CEA-type autos, 6 trucks variously equipped and some needed housekeeping equipment.

Sales Tax On Gasoline Approved By Senate

The California State Senate passed a public transportation financing bill July 22 to provide more effective and efficient balanced transportation systems throughout the state.

The bill, SB 325, authored by Senate President Pro Tem James R. Mills (D-San Diego), calls for the removal of the present sales tax exemption on gasoline and at the same time calls for a decrease of state sales tax from 4% to 3.25% and increases local sales tax from 1% to 1.25%.

According to Senator Mills, the bill would provide California cities and counties an additional \$138 million

for public transportation, including mass rapid transportation systems.

Funds derived from the sales tax on gasoline could also be used, according to Senator Mills, for general transportation purposes such as roads, streets and recreation trails in those areas of the state not in immediate need of upgraded public transportation.

In Los Angeles County and other counties with more than 500,000 population, the special transportation funds would have to be used for some type of mass transit system.

Assembly Bill 544, which calls for a straight 1½-cent sales tax on gasoline but does not alter other sales tax provisions, is still in committee.

RTD Comptroller, Hil Black Succumbs



Hil L. Black, controller-treasurer-auditor for the Southern California Rapid Transit District for many years, died July

14 of cancer at the Huntington Memorial Hospital in Pasadena.

RTD general manager Jack R. Gilstrap, in noting Black's death, said, "It is with great sorrow that I acknowledge the passing away of Hil L. Black, our recently retired controller-treasurer-auditor. He started his public transportation career with the Los Angeles Transit Lines May 1, 1951 and worked in fiscal-related positions until his retirement July 12, 1971. His retirement marked 20 years of faithful and untiring efforts on behalf of the District and its predecessors."

A resident of Tujunga, Black who was 61, is survived by his wife, Isabel, and the couple's married children, Charles A. Black and Mrs. Richard Cheesman, as well as three grandchildren.

San Bernardino Freeway Flyers Will Operate In Bus-Only Lanes

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NEW BUSES—The second group of 200 new buses are now in service throughout the District. Assemblyman Carlos J. Moorhead, (R) 43rd District, and George F. Goehler, (left) manager of operations for RTD, preview the latest arrivals to RTD's bus fleet. They hold a placard indicating public fund support which enabled RTD to place the new air-conditioned, radio-equipped buses in service. Incorporated in the new buses are the latest innovations in emission control. Each bus has been designed to meet the unique requirements posed for travel on Los Angeles area thoroughfares.

Bus Passengers Help Reduce Air Pollution

Today's user of public transportation has become the acceptable "drop out" in the age of ecology.

This was the observation offered recently by RTD's general manager to members of the Los Angeles County Board of Supervisors. Jack R. Gilstrap told them that "the bus passenger is making a measurable contribution in the effort to reduce air pollution by avoiding the use of the smog-producing, freeway-clogging, limited-occupancy automobiles. The bus rider is a drop out from congestion.

"If the same bus passenger drove an automobile in which he was the only occupant," he explained, "it would require 14 times as much fuel to transport him and, as a result, at least that many times as many pollutants would enter the atmosphere. Each bus rider prevents at least five pounds of pollution from entering the atmosphere every day."

Gilstrap observed that "every fully-loaded RTD bus seating 51 passengers represents 40 automobiles that otherwise would be on our freeways, highways and surface streets. Thus, if the RTD's 1,500 diesel buses were removed from service, more than 60,000 additional

gas-burning cars would be required to carry the District's daily passenger load of 650,000. And these 60,000 autos would produce an additional 150 tons of pollution into our air every day.

"Until recently, all segments of our society have given lip-service to air quality control, while continuing to give the automobile priority in public funding and space allocation," Gilstrap said. "Lately, however, there has been a heartening shift in these priorities, thanks to active, informed actions by our citizens at the local level, and the positive, forward-looking legislative actions of our lawmakers at both the federal and state levels.

"It begins to appear," he concluded, "that public transit is finally being admitted to full participation in the vital task of people-moving in what will finally be a truly *balanced* transportation system."

Gilstrap also recently appeared before the Los Angeles County Grand Jury at that group's invitation to explain RTD's role in the community and the Board's programming for the future.

"The busway itself," Dr. Norman Topping, president of RTD, states, "while not a solution to our transportation problems, represents a tangible beginning. We have every reason to believe the busway will lead to similar projects in other areas of the Greater Los Angeles basin.

"The project will permit the initiation of high-speed bus service within the District at the earliest possible date," Dr. Topping continued. "It will demonstrate that bus rapid transit has a definite place in the overall public mass transportation picture, that such service can attract a significant number of commuters from their private automobiles, and thus increase the total capacity of a congestion-plagued freeway corridor."

More Buses Needed For Busway Operation

One hundred new buses will be required to fulfill the service requirements of the new busway. They will be especially designed for the high speeds and rigorous performance standards associated with the busway. Specifications for the buses will also incorporate features providing optimum passenger comfort, modern esthetic features and minimum power plant emissions.

Approximately 260 additional RTD employees will be needed to operate and maintain the new additions to the District's bus fleet at El Monte.

"The project stands as a major national symbol of highway and transit cooperation," Jack R. Gilstrap, general manager of RTD, explained, "bringing together two diverse groups in a common effort to meet the government's commitment to balanced transportation. We fully believe that the buses will generate sufficient business to keep them running on a half-minute headway during peak hours.

"It is important also," Gilstrap added, "to note that the new busway will afford an opportunity to undertake a number of demonstrations, under typical operating conditions. It will provide impetus to and complement the current joint efforts of the District, the City of Los Angeles, the cities of the San Gabriel Valley, and the interested citizen groups to make use of railroad right-of-way for transit. The busway will also enable the City of Los Angeles to fully explore all types of traffic engineering techniques designed to improve the flow of buses and traffic along surface streets in heavily congested areas.

"Because of this, we have scheduled our buses as close as 46 seconds apart," Gilstrap continued, "and our Freeway Flyers will be able to carry 6,000 passengers an hour in one lane, in one direction. It takes at least three lanes of automobile traffic to carry this many people."

Busway service for cities and communities east and west of El Monte include:

- Alhambra • Arcadia • Baldwin Park • Bassett • Bradbury • Claremont • Covina • Duarte • Glendora • Irwindale • La Puente • La Verne • Los Angeles • Monrovia • Monterey Park

- Pomona • Rosemead • San Dimas • San Gabriel • South El Monte • Temple City • Walnut • West Covina.

Passengers traveling on RTD interurban lines serving points further east in Riverside and San Bernardino Counties also will benefit from construction of the busway. Lines which would use the busway between El Monte and Los Angeles serve the following Riverside and San Bernardino County communities:

- Colton • Cucamonga • Etiwanda • Fontana • Loma Linda • Ontario • Redlands • Rialto • Riverside • San Bernardino • Yucaipa.

RTD Director Points Up Benefits Of Express Busway

Most of the cities are in the San Gabriel Valley Corridor that RTD Board Member Leonard S. Gleckman represents.

As a representative of the people of that area, Director Gleckman welcomes the busway in this area. "With the building of the busway, rush-hour commuters, who daily face signal traffic conditions on the San Bernardino Freeway, will have the opportunity to travel safely on high-speed, air-conditioned Busway Flyers. The approval to proceed with construction of the busway marks a milestone in federal, state and municipal government cooperation. Southland residents can now look forward to the area's first public transit facility operating on its own right-of-way.

"Another important factor," he continued, "is that the new busway project will preserve a vital transit corridor for the people of Southern California."

Busway Supported By Federal Grants And Local Contributions

Most of the \$51.5 million needed to finance the busway will come from grants from two Department of Transportation Administrations—\$29.1 million from the Federal Highway Administration and \$6.8 million from the Urban Mass Transportation Administration.

The additional money will come from local contributions from the California Division of Highways—\$3.3 million; the Southern California Rapid Transit District—\$7.3 million; and cities, the railroads, and others—\$5 million.

The funds provided by UMTA will be used to build three new bus stations along the busway, to purchase 100 new buses and to provide bus maintenance facilities.

A completely new "off-line" terminal will be built from the ground up at the present location of RTD's Division 9 in El Monte. Two stations will be "on-line": one at California State College, another at the Los Angeles County-USC Medical Center.

The demonstration aspect of the busway is aimed at:

- demonstrating the value of increased capacity in the San Gabriel Valley Corridor and its effect on time savings, convenience and economy
- demonstrating the potential for modifying existing

commuter trip patterns by providing rapid and more economical access to job locations

- comparing the effectiveness of various feeder-trunk line alternatives
- testing various alternatives for collection and distribution of commuters
- developing community park 'n ride facilities beyond the end of the busway
- testing advances in bus design, along with new methods of bus propulsion, speed control, communications, safety features, fare collection and associated equipment
- evaluating new methods of handling passenger flow
- investigating the feasibility of new concepts of joint highway-bus operation by the mixing of autos and buses on the express lane

First Segment Of Busway Scheduled For Operation By Fall Of '72

Construction of the busway is scheduled to begin shortly, as soon as the State can acquire all the necessary land, way and station rights-of-way required for the project. It is anticipated that the first 7 miles of the 11 mile project will be in operation by the fall of 1972 with the remaining 4 miles scheduled for some time in 1973.

After the State acquires all the necessary land, way and station rights-of-way and construction begins, related activities include:

- grading, drainage, utility relocation, construction of retaining walls and safety barriers
- construction of structures in and along the San Bernardino Freeway required to accommodate the relocated Southern Pacific tracks and the busway
- building of a new connection to the Southern Pacific Company's El Paso main line along the east bank of the Rio Hondo Flood Control Channel
- shifting of that portion of the Southern Pacific Company's track that is now in the freeway median to the center of the median to make room for a busway lane on each side with a barrier between the busway and the Southern Pacific Company tracks
- paving of the two 17 foot busway lanes and installation of speed control system and access control
- construction of transit stations at State College and Los Angeles County-USC Medical Center and a 1200 car Park 'n Ride lot and a transit station at the El Monte Station
- construction of special bus ramps at the Long Beach Freeway and at Del Mar Avenue in San Gabriel to provide controlled bus access to and from the busway.

VITAL STATISTICS:

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

JOHN C. ALLISON, Trainman
5-30-71/SPECIAL ROLL: 1-1-47
Years of Service: 25

JOHN A. BRADLEY, Operator
6-10-71/RETIRED: 8-23-62
Years of Service: 18

ARTHUR F. ECKENWILER, Watchman
6-1-71/SPECIAL ROLL: 10-1-49
Years of Service: 42

VERNON J. EKBERT, Operator
6-14-71/INDEFINITE LEAVE: 1-29-70
Years of Service: 30

MARTHA A. FALBAUM, Information Clerk
6-15-71/RETIRED: 7-1-66
Years of Service: 23

CARL E. HASKINS, Ticket Stock Clerk
7-8-71/RETIRED: 12-1-63
Years of Service: 40

HERBERT HOUTEKAMER, Service Director
6-19-71/RETIRED: 8-1-66
Years of Service: 43

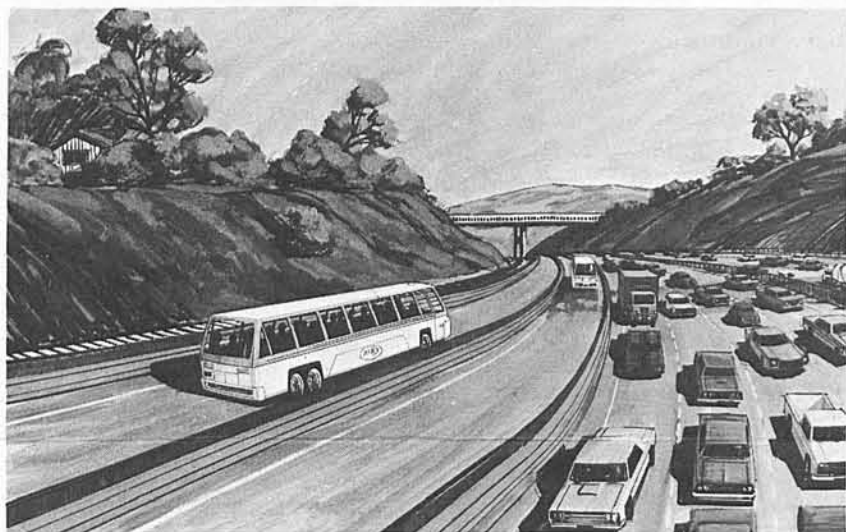
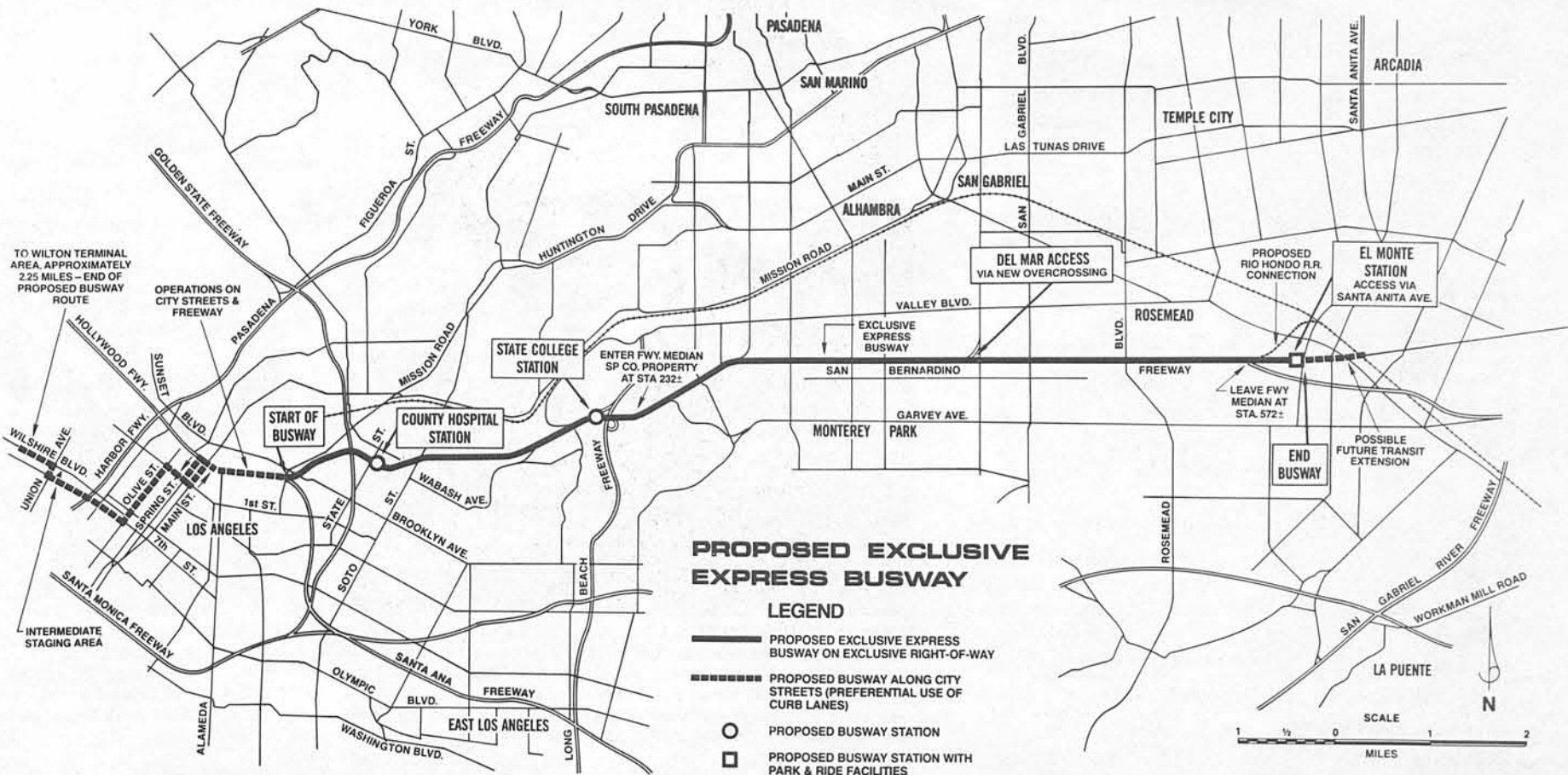
EDDIE JONES, Mechanic "A"
5-25-71
Years of Service: 24

HARRY H. MORRIS, Operator
6-13-71/SPECIAL ROLL: 5-22-57
Years of Service: 33

FRANCIS E. MUNGER, Clerk
7-10-71/RETIRED: 6-1-53
Years of Service: 27

MARIA C. ROBLES, Car Cleaner
5-30-71/RETIRED: 3-21-58
Years of Service: 15

NORMAN T. SEWALL, Clerk
7-19-71/RETIRED: 9-25-58
Years of Service: 49



BUSWAY LANES—RTD's Busway Flyers move from the center of the north side of the San Bernardino Freeway on approaching California State College at Los Angeles. This change of alignment, westbound on the busway, enables RTD to provide station facilities at the College and the Los Angeles County-USC Medical Center. The busway will provide increased commuter capacity in the San Gabriel Valley corridor and enable RTD to test new developments in bus design, safety features, fare collection, as well as improved systems of passenger flow.

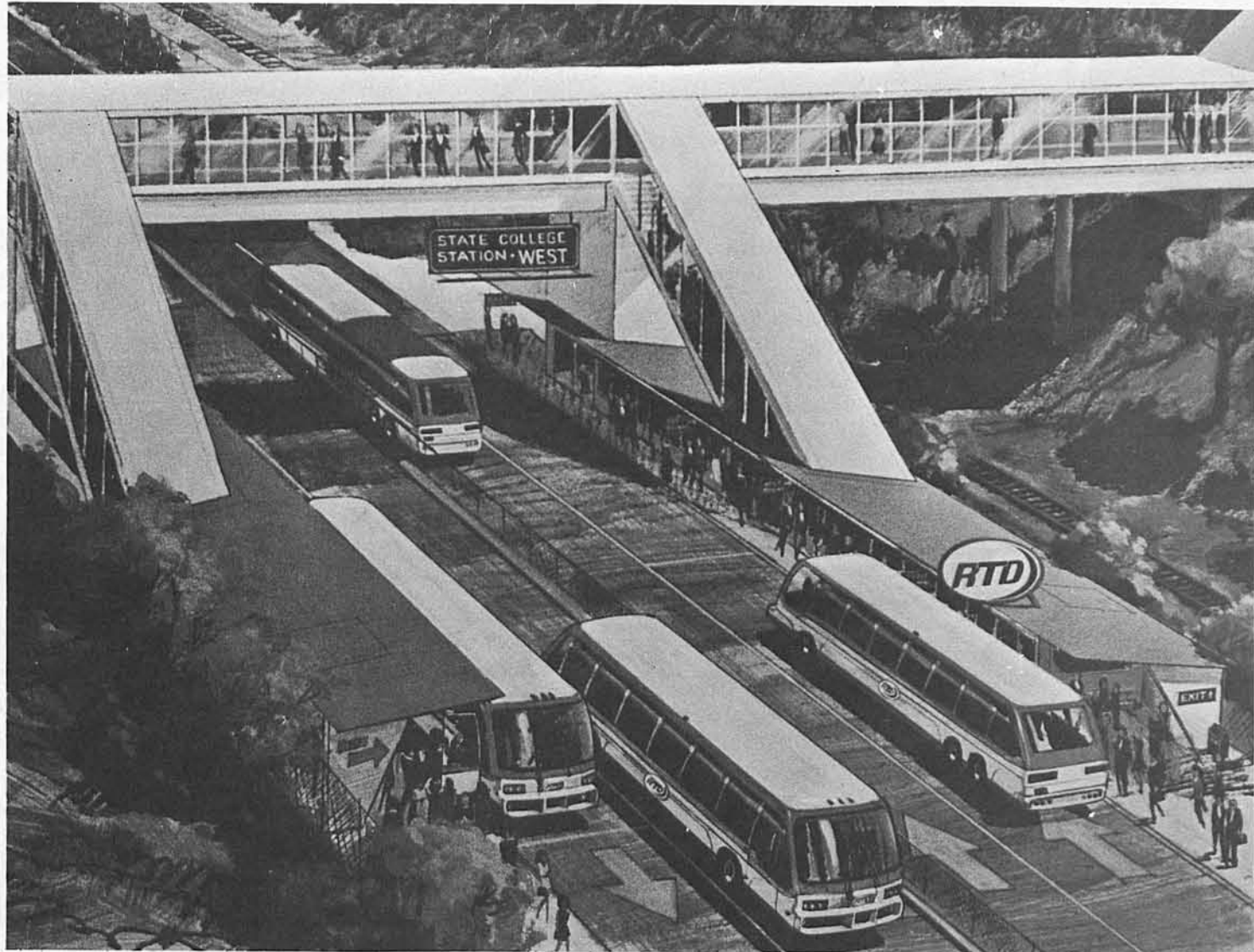
SIXTY-FIVE MPH THROUGH SIGALERT COUNTRY—Traffic-trapped motorists will find RTD Busway Flyers passing them up when District's exclusive express busway goes operational in fall, 1972. Comfortable air conditioned buses will travel 65 miles an hour between El Monte and Los Angeles on exclusive lanes in the center and alongside the San Bernardino Freeway. Travel time between the two cities has usually been about 40 to 45 minutes. Busway Flyers will reduce that time to 18 minutes.

Autos May Use Bus Lanes

For the first two years following completion of the project, it is planned that the busway lanes will be for the exclusive use of buses. During the third year autos will be metered in with the buses. At the end of that time a decision will be made as to how the busway will continue to be used. Special "slip ramps" will be constructed at Eastern Avenue in East Los Angeles and Gibson Avenue in Baldwin Park to permit auto access to the new lanes.

"In the busway," Gilstrap said, "the Rapid Transit District has a signal opportunity to demonstrate that bus rapid transit has a definite role in the overall public transit picture, and that a service of this type will attract a significant number of commuters from their private automobiles."

BUSWAY STATIONS—Ultramodern facilities will soon rise along RTD's exclusive express busway. Two on-line stops will be built on the 11-mile busway route. Shown here is the station at California State College at Los Angeles. Second similar station will be erected at the Los Angeles County-USC Medical Center.



RETIRED

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

- CLARENCE S. ANDERSON**
Operator
Emp. 8-2-51/RETIRED: 5-31-71
Years of Service: 19
- THOMAS ARNOTT**
Division Manager
Emp. 4-23-41/RETIRED: 6-13-71
Years of Service: 30
- LEROY A. CARD**
Operator
Emp. 12-6-34/RETIRED: 5-31-71
Years of Service: 36
- RAY M. CLARK**
Operator
Emp. 12-9-46/RETIRED: 5-31-71
Years of Service: 24
- EARLE D. COUGHENOUR**
Operator
Emp. 11-29-35/RETIRED: 5-31-71
Years of Service: 35
- ALVIN L. COX**
Dispatcher
Emp. 5-7-36/RETIRED: 5-31-71
Years of Service: 35
- PAUL E. DURBIN**
Schedule Maker
Emp. 4-23-41/RETIRED: 5-31-71
Years of Service: 30
- JOSEPH M. FAGAN**
Assistant Division Manager
Emp. 8-11-37/RETIRED: 5-31-71
Years of Service: 33
- ARTHUR L. GERRARD**
Mechanic "A" Leadman
Emp. 11-24-26/RETIRED: 6-18-71
Years of Service: 44
- LOUIS A. HEIN**
Mechanic "A"
Emp. 1-20-43/RETIRED: 5-31-71
Years of Service: 28
- ADOLPH HERNANDEZ**
Mechanic "B"
Emp. 9-3-29/SEVERED IN LIEU OF RETIREMENT: 5-31-71
Years of Service: 41
- BURNELLE E. HOLMAN**
Operator
Emp. 10-9-52/RETIRED: 5-31-71
Years of Service: 18
- DAVID R. JOHNSON**
Mechanic "A"
Emp. 11-29-50/RETIRED: 5-31-71
Years of Service: 20
- LAWRENCE E. JOHNSON**
Foreman I
Emp. 5-15-41/RETIRED: 5-31-71
Years of Service: 29
- EDWIN J. KILEK**
Trafficman
Emp. 10-4-44/RETIRED: 7-1-71
Years of Service: 26
- DAMON KING**
Utility "A"
Emp. 10-21-46/RETIRED: 5-31-71
Years of Service: 24
- RUBEN S. LENOUE**
Operator
Emp. 11-28-34/RETIRED: 5-31-71
Years of Service: 36
- WALTER P. LOPEZ**
Mechanic "B"
Emp. 9-18-39/RETIRED: 5-31-71
Years of Service: 31
- MARCEL A. MARTEL**
Operator
Emp. 11-12-47/RETIRED: 5-31-71
Years of Service: 23
- CLYDE MASON**
Operator
Emp. 2-14-45/RETIRED: 5-31-71
Years of Service: 26
- GEORGE F. MUTTON**
Multilith Operator
Emp. 7-9-42/RETIRED: 5-31-71
Years of Service: 28
- CLARENCE H. PHINNEY**
Mechanic "A"
Emp. 1-15-53/RETIRED: 5-31-71
Years of Service: 18
- JOSEPH POLLOCK**
Operator
Emp. 4-3-51/RETIRED: 5-31-71
Years of Service: 20
- WILFORD RARIDON**
General Accounting Supervisor
Emp. 2-9-42/RETIRED: 6-11-71
Years of Service: 29
- CHARLES W. ROSS**
Mechanic "A"
Emp. 8-22-45/RETIRED: 5-31-71
Years of Service: 25
- MILDRED C. SANFORD**
Operator
Emp. 7-25-53/RETIRED: 5-31-71
Years of Service: 17
- CHRIST E. SCHODT**
Mechanic "A" Leadman
Emp. 9-17-45/RETIRED: 5-31-71
Years of Service: 25
- CLYDE SCHWARZ**
Mileage Clerk
Emp. 11-7-45/RETIRED: 5-31-71
Years of Service: 25
- LEE E. SIRE**
Instructor
Emp. 11-29-34/RETIRED: 5-31-71
Years of Service: 36

- RTD Directors**
DR. NORMAN TOPPING, President
THOMAS G. NEUSOM, Vice President
Kermit M. Bill
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
Virginia Rees, Secretary
- Published by and for the employees of the Southern California Rapid Transit District.
- JACK R. GILSTRAP
General Manager
- GEORGE F. GOEHLER
Manager of Operations
- ROBERT R. SCHOLL
Director of Public Information
- WILLIAM A. REASON
Editor

- ROBERT B. SMANIEGO**
Operator
Emp. 9-13-51/RETIRED: 5-31-71
Years of Service: 19
- JOE STEELE**
Elevator Starter
Emp. 6-9-42/RETIRED: 5-31-71
Years of Service: 28
- FREDERICK C. STEPHENS**
Mechanic "A"
Emp. 10-20-52/RETIRED: 5-31-71
Years of Service: 18
- EARL L. STOVER**
Operator
Emp. 5-6-47/RETIRED: 5-31-71
Years of Service: 24
- CHARLIE C. TEMPLIN**
Assistant Chief Instructor
Emp. 2-7-38/RETIRED: 7-9-71
Years of Service: 33
- LOUIS N. VELZY**
Division Clerk
Emp. 9-25-43/RETIRED: 6-12-71
Years of Service: 28
- CHARLES E. WELDON**
Operator
Emp. 2-14-63/RETIRED: 6-29-71
Years of Service: 8
- LUDWIG A. WELTIN**
Mechanic "A"
Emp. 3-19-47/RETIRED: 5-31-71
Years of Service: 24

PROMOTIONS

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

- EDWIN M. ANDERSON**
Instructor to Staff Instructor
- ISABELLE F. BACA**
Information Clerk to Temporary Vacation Relief Ticket Clerk
- RAY BAUMAN**
Mechanic "B" to Mechanic "A"
- THOMAS R. BROWN**
Assistant Division 7 Manager to Division 8 Manager
- MANUEL M. CHAVEZ**
Mechanic "B" to Mechanic "A"
- PATRICIA A. COBLE**
Payroll Clerk to Accounts Clerk
- CHARLES E. COOLEY**
Stock Clerk to Shipping Clerk
- MONA P. DOWNS**
Payroll Clerk to Accounts Clerk
- JOSEPH R. ENGLERT**
Schedule Checker to Temporary Schedule Maker I
- MAUREEN F. ESQUIROZ**
Temporary Division Steno to Schedule Typist
- ROBERT R. GALLAGHER**
Accounting Systems Analyst 1 to Grant Coordinator
- GLORIA L. HANNIG**
Accounts Clerk to Accountant
- GENE F. HARDEMION**
Utility "A" to Mechanic "C"
- JAMES R. HENRY**
Janitor-Mail Carrier to Utility "A"
- LEROY MERLE HETHCOAT**
Information Clerk to Cash Clerk
- INGABORG JOHNSON**
Assistant General Accounting Supervisor to General Accounting Supervisor
- CECELIA KAEI**
Accountant to Assistant General Accounting Supervisor
- JONAH LEIBOWITZ**
Shipping Clerk to Print Shop Clerk
- GEORGE LOMELY**
Information Clerk to Schedule Typist
- WAYNE D. LOWE**
Junior Stock Clerk to Operator
- RICHARD A. LUJAN**
Mechanic "A" to Mechanic "A" Leadman
- GASPAR MARSALA**
Division Clerk to Division Clerk-Temporary Extra Relief Assistant Division Manager
- JOHN E. MCBRYAN**
Utility "A" to Mechanic "C"
- WILLIAM M. MCGEE**
Operator Extra Instructor to Regular Instructor
- JAMES MCKNIGHT**
Mechanic "B" to Mechanic "A"
- CALVERT M. MEADE**
Relief Assistant Division Manager to Assistant Division Manager
- JOSEPH E. NEGRON**
Junior Stock Clerk to Stock Clerk
- WILLIAM L. PACKARD**
Staff Instructor to Assistant Chief Instructor
- P. F. PODRASKY**
Schedule Clerk to Multilith Operator
- GEORGE M. PORTIER**
Utility "A" to Mechanic "C"
- MELVIN R. PURKEYPILE**
Mechanic "A" to Equipment Foreman I
- MYRON L. RUBIN**
Mechanic "B" to Mechanic "A"
- JOSEPH L. RUCKER**
Operator to Operator-Extra Instructor
- AARON H. RUMMAGE**
Shop Clerk to Mechanic "A"
- JOHN SEALE**
Operator-Extra Instructor to Regular Instructor
- M. J. SMITH**
Mechanic "B" to Mechanic "A"
- ALLAN W. STYFFE**
Division Clerk-Extra Relief Assistant Division Manager to Relief Assistant Division Manager
- ROGERS H. TIFFANY**
Print Shop Clerk to Mileage Clerk
- ALBERT TOUSSANT**
Mechanic "A" to Mechanic "A" Leadman
- HOMER TURNER**
Janitor to Janitor-Mail Carrier
- GUADALUPE J. URESTI**
Operator-Extra Supervisor to Supervisor
- ALBERT LAVERN WHITE**
Supervisor & Extra Dispatcher to Dispatcher



FEDERAL OFFICIAL VISITS LOS ANGELES—George Haley (third from left), chief counsel of the Urban Mass Transportation Administration, met in Los Angeles with area leaders. Greeting Haley are (from left) Leonard S. Gleckman of West Covina, a director of RTD; Los Angeles County Superior Court Judge Thomas L. Griffith; Supervisor Kenneth Hahn; and Thomas G. Neusom, vice president of RTD and a Los Angeles attorney. Supervisor Hahn presented a miniature flag of the County to each official. The group discussed public transportation and other urban problems facing Southern California.

Division 8 "Drive With Pride" Contest Winner

Division 8 received the May Drive With Pride first place trophy with a 35.2% reduction in accidents for the month.

Second place went to Division 12 with a 26.5% reduction and Division 2 was third with a reduction of 18.5%.

During brief presentation ceremonies Max Rise, general superintendent of transportation and assistant Johnny Johnston brought the operators up-to-date on what the District is doing to improve and update service and equipment.

RTD Commended For Community Service

The Los Angeles County Department of Beaches has commended the District for the busing service inaugurated to aid the Junior Lifeguards and Exceptional Children programs. Max Rise, general superintendent of transportation, coordinated the programs, which permit the District to carry youngsters from East Los Angeles and Watts to Redondo Beach. The service was implemented at the request of Supervisor Burton Chace.

Knox Visits RTD

William E. Knox, minister for transport of Queensland, Australia, was a guest at the District. He conferred with management concerning the RTD's current and long-range planning.

Improved Pension Benefits

Employees represented by the District's three labor unions—Amalgamated Transit Union, Brotherhood of Railway and Airline Clerks, and the United Transportation Union—are scheduled to receive improved pension plan benefits effective September 1, 1971.

At this time, all active union-represented employees will be eligible for the improved benefits, except those whose 65th birthdays occur prior to September 1, and those who were classified as Group "C" or "D" employees (non-contributory) in their respective plans immediately prior to September 1.

The amended plan will result in substantially higher monthly pension benefits on retirements occurring on or after that date. These benefits will be based on a formula combining both wages and years of service, as opposed to the flat dollar amount for years of service under the existing plan.

Other major features of the amended plan:

1. On September 1, 1971 each plan will be funded entirely by the District. The last payment made by contract employees will be for the month of August.
2. Retirement at age 55 with a minimum of 10 years prior and current service.
3. A minimum of 10 years of continuous service (instead of the present 20) will be required for permanent disability retirement. Age is no longer a factor.
4. Death benefits: added

options are available providing greater security for beneficiary when death occurs after retirement. When death occurs prior to retirement, the benefit is limited to a return of individual contributions.

5. Vested, or earned pension benefits after 10 years of prior and current service enable an employee to leave the District and retain his retirement benefits, with the monthly benefit commencing at age 55 through 64. For the employee to retain vested pension, his contribution, if any, must remain on deposit with the Trust Fund.

6. After September 1, 1971 severance benefit will be limited to a return of contributions only. In the case of employees leaving the service of the District on or after September 1, 1971 and choosing not to retain vested benefits of having less than 10 years of prior and current service, contributions, if any, will be refunded without interest.

A detailed explanatory booklet will be available to employees represented by all three unions prior to September 30, 1971. The District and the Pension Committee of each plan have appointed Mel Marquardt of the Industrial Relations Department to help employees in their retirement planning. Further information can be obtained or private appointment set by phoning him at (213) 749-6977.

Southern California Rapid Transit District
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