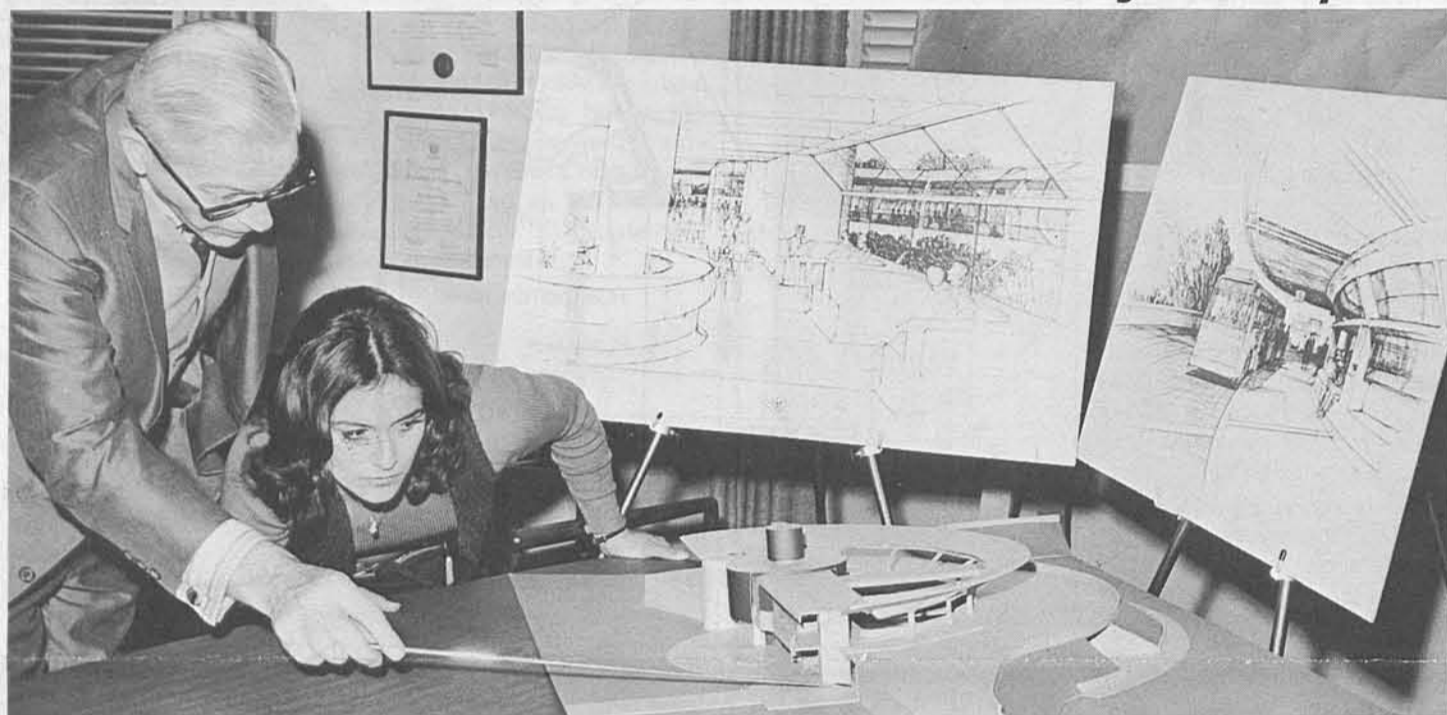


# SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

## BUSWAY GROUNDBREAKING SET FOR JANUARY 21 IN EL MONTE

### First-Of-A-Kind Bus Station Will Be Built At El Monte, Station To Be Circular With Construction Scheduled To Begin In May



SPACE AGE BUSWAY STATION TO BE BUILT IN EL MONTE—RTD Chief Engineer Richard Gallagher shows secretary Dolores Valdez a mock-up of the new station soon to be built in El Monte. This station will serve as the starting point for the District's 11-mile El Monte-Los Angeles Express Busway and will feature many new innovations in bus and passenger handling.

The world's first Bus Rapid Transit Station is going to be built in El Monte by RTD as part of the El Monte-Los Angeles Express Busway. Two additional stations will be constructed immediately following at California State College, Los Angeles and the Los Angeles County-USC Medical Center.

The El Monte station will have a 21st Century look and

its circular shape will provide easy access for buses from both directions. It will be well lighted, airy and enable smooth passenger flow for boarding and alighting, or transferring.

Construction is expected to begin in May with scheduled completion in October—to coincide with the opening of the express busway.

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### Ceremonies To Take Place In El Monte At 9 A.M.

Governor Ronald Reagan and U.S. Secretary of Transportation John A. Volpe have been invited to officiate at groundbreaking ceremonies this month to start construction of California's first Express Busway.

In a joint announcement, RTD and the State Department of Public Works said the ceremonies marking the official start of construction will be held on Friday, January 21.

Dr. Norman Topping, RTD president, and State Secretary of Business and Transportation Frank J. Walton said that the ceremonies will begin at 9 a.m.

Site of the groundbreaking is the Southern Pacific right-of-way adjacent to the west-bound San Bernardino Freeway near the Gibson Overhead (corner of Gibson Road and Olney Street), in El Monte.

Also expected to attend the function are Congressman Charles E. Wiggins of El Monte, whose district encompasses most of the area to be traversed by the 11-mile Busway, State Public Works Director James A. Moe, and members of the RTD's Board of Directors, the State Transportation Board and the California Highway Commission.

Invitations also have been extended to Federal Highway Administrator Frank C. Turner and Federal Urban Mass Transportation Administrator Carlos C. Villarreal.

The State Department of Public Works and the Southern California Rapid Transit District are participating in the project to construct Express Busway lanes within the present railroad right-of-way north of and in the median of the San Bernardino Freeway.

The Busway will extend from Mission Road near the Santa Ana Freeway in the City of Los Angeles to Santa Anita Avenue in the City of El Monte. Additional and new bus routes will serve the Los Angeles Central Business District, Wilshire Boulevard, cities along the Busway in the West San Gabriel Valley, and cities east of the Busway in the East San Gabriel, Pomona and San Bernardino Valleys.

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### Board Adopts \$78.64 Million Budget For 1972

RTD's Board of Directors adopted a \$78,640,000 budget for 1972 on December 21. The Budget includes \$62,525,000 for operations, \$3,105,000 to be applied to principal and interest on outstanding revenue bonds, and \$13,010,000 will 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 expenses.

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

The recent passage of SB 325, which applies the general sales tax to the sale of gasoline beginning July 1, is expected to provide RTD with the additional \$16.130 million

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### 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.

The initial rapid transit line would connect with the El Monte-Los Angeles Busway, now nearing the construction state, and with the new El Segundo-Norwalk 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 El Segundo-Norwalk 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.

Continued on Page 2

### League of Women Voters Back RTD Central Line Plan

The League of Women Voters of Los Angeles County has backed RTD's action to get rapid transit on the construction track.

Mrs. Marlee T. Whitcraft, transit action chairman for the League, told RTD President Norman Topping that the League of Women Voters "applauds your Board's decision to start a rapid transit line."

In discussing the merits of the subway-skyline route through downtown and South Central Los Angeles, Mrs. Whitcraft added, "We support your decision to build the first section in South Central Los Angeles, which is the area of greatest need. We are delighted to see the real beginnings of a rapid transit system . . . one that is pragmatic and long over-due."

The League official said

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

Continued from Page 1

The District has proposed that the City of Los Angeles, the County of Los Angeles and the District pool their respective revenues from Senate Bill 325 accrued from the sales tax on gasoline. The proposal calls for RTD to commit \$70 million over 6-7 years, and an equal amount to be committed by the city and county over a 10-12 year period to provide a total of \$140 million. This sum would qualify the District for matching federal funds from UMTA on a two-for-one basis, or \$420 million available for construction.

The County has already agreed to this proposal and the Los Angeles City Council is presently considering the proposition.

The route of the Central Line, still in the planning stage, would originate at Union Station and proceed south via elevated across the Hollywood Freeway, descend into subway operation under 1st Street going westerly to one of the north-south streets between Broadway and Figueroa where it would turn south passing between the Convention Center and Occidental Center. It would emerge into an aerial way to a station serving USC, Exposition Park, the Coliseum and Sports Arena.

It would then proceed along Santa Barbara Avenue to some north-south street between Avalon Boulevard to Alameda Street and then proceed southerly to the El Segundo-Norwalk Freeway.

Length of the line would be approximately 14 miles.

At the El Segundo-Norwalk Freeway it would interface with the 15-mile-long express rapid transit corridor proposed in the right-of-way of the Century Freeway and extending from the Los Angeles International Airport on the west to the San Gabriel Freeway (605) in Norwalk on the east. The Central Line would also connect with the El Monte-Los Angeles Express Busway in the north.

The estimated total cost of the project is \$420 million.

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."

"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 complexes in the southeast regions, it was explained.

### Construction Timetable

If inter-agency financing is agreed upon by March 1, 1972, the District would then update its preliminary engineering and patronage data, proceed to hold the necessary public hearings and submit its application to UMTA for a capital grant of construction funds by the end of this year. It is anticipated

that this would enable the District to begin construction of the Central Line in late 1973.

This "pay as you build, a line at a time" concept will lead to full implementation of the District's long range Master Plan for rapid transit—a plan that has taken and will continue to take into full cognizance the comprehensive land-use planning efforts now under way and involving all

city-county agencies in this region.

### Benefits Of The Central Line

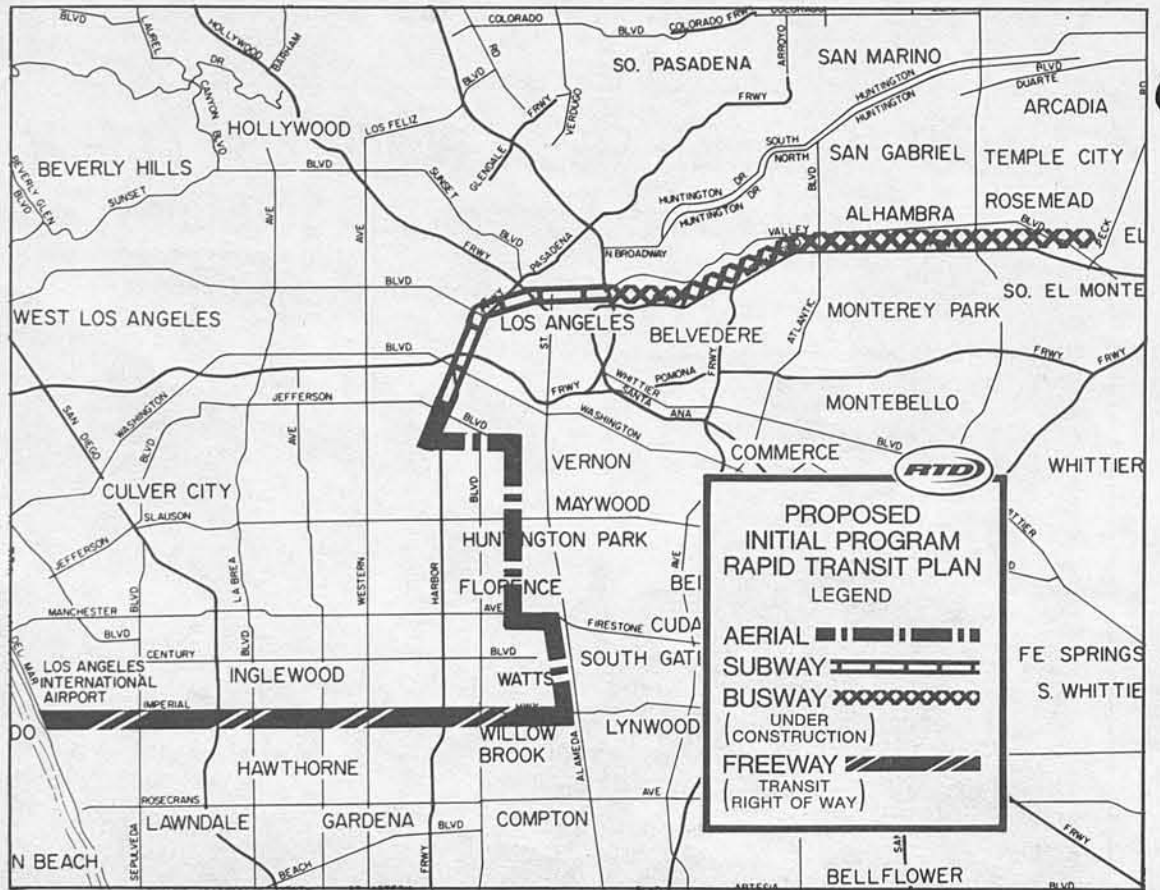
"Since the Central Line will be the keystone of an area-wide network of rapid transit trunk lines," Richard Gallagher, RTD chief engineer states, "it will serve the transit needs of the greatest number of transit riders in these areas efficiently, economically and conveniently."

Gallagher foresees the following immediate benefits:

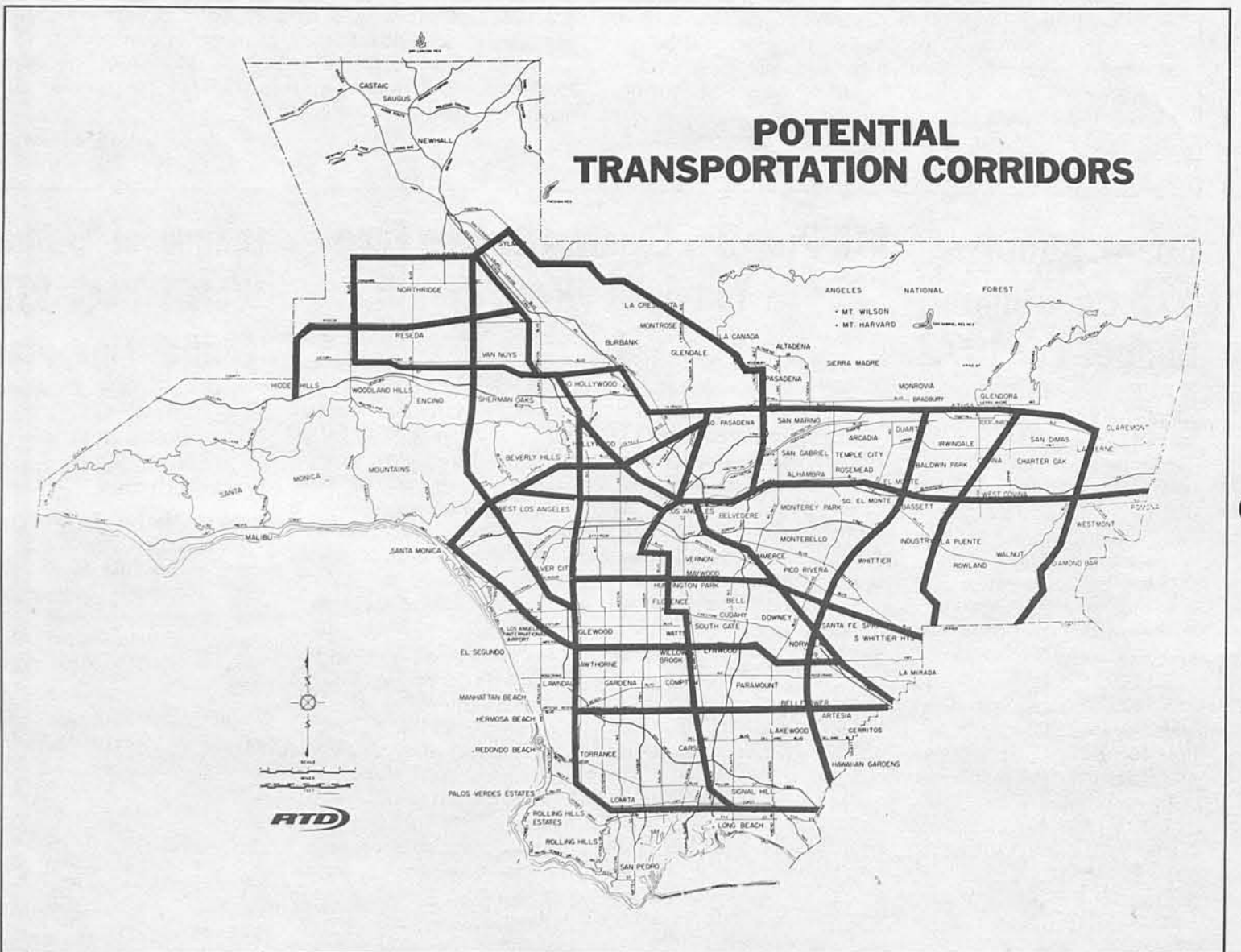
ulated areas of the city and county—south and central Los Angeles—and the heavily congested Central Business District.

2. In addition to creating hundreds of new jobs during both the construction and operation phases of the Central Line, when completed, the Line and both interfacing busways will provide measurably improve employment opportunities and access to new jobs throughout the total length of the initial system.

1. When completed, the basic Central Line will serve the mobility requirements of residents in the most heavily pop-



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 El Segundo-Norwalk 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.

## First-Of-A-Kind Bus Station

Continued from Page 1

Extensive planning has taken place to provide the most convenient, pleasant station possible for passengers with safe, easy and convenient access for buses.

There will be bus positions around the periphery of the station platform. Each stall will have a legend visible to the operator so he will know in advance his berthing location.

Passengers arriving at the station can come by local bus and transfer to a busway bus or park their cars in a 1,200 car parking lot and walk a short distance to the station, which is located centrally in the parking area. Bicycle parking is planned for the more hardy commuters. A temporary stopping area will be reserved for "kiss 'n ride" passengers.

Passenger access to the station will be by way of a tunnel under the bus platform to a centrally located escalator. Stairs and an elevator will also be provided. This lower level access will open onto

landscaped areas with a coffee shop and other shops.

Passengers riding up the escalator will be able to see a sign showing destinations for each berthing so they can proceed directly to a specific loading area by way of one of four ramps as soon as they reach the top of the escalator.

An air-conditioned waiting area will be provided at the second level with provisions for an information desk and ticket sales. Outside seating will be provided around the periphery of the passenger loading area.

A dispatch center will be located on top of the waiting area where all bus movements will be under visual control. Provisions are planned for telephoto TV cameras to focus on the headsigns of approaching buses enabling the dispatcher to read the signs and assign loading berths. He will also have remote TV surveillance of the College and Hospital Stations as well as throughout the El Monte Station itself.



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.

## State Transportation Board Meets In District's Board Room



The California State Transportation Board met November 4 in the District's Board Room in downtown Los Angeles. Knox Bourne, (center right) Chairman of the Board, conducts the meeting where Jack R. Gilstrap, RTD's general manager, spoke on the District's current and long-range plans. Representing the District's Board of Directors is Director Herbert H. Krauch (far left).

## Ninety-One Frenchmen Tour RTD Facilities



Ninety-one French trucking and public transportation officials were hosted by the District Monday, November 8. Jack R. Gilstrap, RTD's general manager, welcomed the visitors to Los Angeles in the Southern California Gas Company's downtown auditorium.



As members of the "Transportation Syndicate of the Rhone Valley," the French visitors stopped over in Los Angeles as part of their statewide tour of related facilities. Their first stop was at the District's Radio Dispatch Center at Division 2 where they saw the role radio communications played in keeping RTD buses on schedule.



The visitors spent about four hours with RTD—about one hour was spent at South Park. Their tour started with a look at the steam cleaning area where parts are cleaned of dirt and grime before and after repairs.



Inside the shop area George Powell (center), general superintendent of maintenance and equipment, and Gus Gunderson (left), superintendent of South Park, show the visitors how RTD maintains the reputation of having one of the finest bus maintenance facilities in the nation.

# 3,400 People Ride Mini's Opening Day In Downtown Los Angeles

Orange and white canopied RTD Mini-buses made their debut Monday October 18 in downtown Los Angeles with over 3,400 passengers aboard during the new service's operational hours of 9 a.m. to 4 p.m.

For seven hours they navigated in and out of long lines of traffic, dodged slow-moving cars and Monday shopping crowds through the Civic Center and downtown commercial, office and retail districts.

Everywhere the Mini's went, people stopped and stared. Almost everyone who looked once, looked twice.

As the week went on, passenger count increased steadily. And by the end of the week more than 4,500 passengers were riding Mini-buses daily.

While Mini-bus service is intended to cut down on the use of automobiles on downtown streets, District, City and County officials believe that many people will take to riding the Mini's just for the sheer fun of it. One passenger reporter, Jack Smith, heralded the Mini's as "the best ride for the money since Angel's Flight."

It takes about an hour to travel the Mini's 6.9 mile loop. For those who, in the course of their business, have to leave their office to transact business outside their building, the Mini-bus service will be a sizeable money-saver: 10¢ around the entire route, compared to 30¢ regular RTD buses — and a great deal more if they travel by taxicab or auto.

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MORE PEOPLE USING MINI-BUS SERVICE EVERY WEEK—Mini-buses offer quick, convenient and inexpensive transportation to the people who in the course of their business have to leave their office to transact business outside their building—and, they are especially convenient for shoppers.

## Over 22,000 People Riding Mini-buses Weekly As Mini's Go Into Eleventh Week Of Operation

Nineteen Mini-Buses in operation from 9 a.m. to 4 p.m. Monday through Saturday are moving over 22,000 people a week and the figure is constantly rising. Since the Mini's went into operation October 18 over 245,000 people have paid 10¢ to ride part or all of the Mini's 6.9 mile route.

According to George Goehler, manager of operations, the Mini-Buses were just what the Christmas shopper ordered for trans-

portation while shopping over the holidays.

They not only offered frequent service (every four minutes)," Goehler noted, "but with the seats arranged in such a manner as to afford easy access and a wide, easy to negotiate aisle area, there was lots of space under the seat for those Christmas packages. All this convenient easy movement for only a dime—the Mini's were really a shopper's present during Christmas time."



MAYOR EYES MINI AS HE'S PINNED—Mayor Sam Yorty looks approvingly at one of the District's new Mini-buses as Mini-maid Marie Torres pin a "Kick The Riding Habit—Ride Mini-bus" pin on his lapel. Mini-maid Rina Alverado looks on.



SANTA'S HELPERS—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.

# Mini's Instant Hit Opening Day

Continued from Page 4

The Mini's are extremely convenient for shoppers. They find the buses easy to board and exit, especially when carrying packages. They don't have to sidle past anyone's knees and there's plenty of room for those parcels under the seats.

RTD operators find the Mini's easy to drive and maneuver and to keep on their 4-minute schedules. One operator noted, "If we start stacking up, you just wait a few minutes and get back on

schedule. It's easy." The most favorable comment by operators regarding the Mini's is that they handle like small cars and their speed and nimbleness take a "big load" off the operators compared to RTD's regular 51 passenger buses.

The Calcutta taxi horns are also making quite a big hit. Especially with the youngsters. They even ask the drivers to honk them—and do so. Sometimes with, sometimes without permission.



RTD SHOPPING BAGS BIG SUCCESS—Mini-maids Marie Torres (left) and Rina Alvarado had no trouble in giving out RTD's colorful shopping bags during the holidays. Everyone wanted one of the District's bags which called attention to RTD'S ExtraCar and Mini-bus service.



NEW SIGNS SHOW MINI-BUS STOPS AND ROUTE — Special signs, the same color as the Mini-buses, complete with a map of the bus route, have been installed along the Central Business District route of the new Mini-buses. Herbert Johnson and Pedro M. Lugan (left to right) were members of District crews who installed the new signs.



DIRECTOR "PINNED"—Director Herbert H. Karuch receives a "Kick The Walking Habit — Ride Mini-bus" pin from Mini-maids Rina Alvarado (left) and Marie Torres (right) during the District's October 13 board meeting. The pins were part of the District's promotion preceding opening day operations of the Mini-buses on October 18.

## Mrs. Soledad Rios First Mini-bus Passenger As Mini's Make Debut In Downtown L.A.



LEFT: Mrs. Soledad Rios of East Los Angeles shows cameraman the dime—the first mini-fare taken in by RTD's Mini-buses on their first day of operation Monday, October 18. Mini-maids Rina Alvarado (center) and Marie Torres (right) look on. CENTER: Mrs. Rios prepares to drop her ten-cent Exact Fare

into the Mini-buses especially designed locked fare box as Operator Philip Plantamura looks on. RIGHT: Exterior view of Mini-bus 1108 shows Mrs. Rios getting ready to deposit her dime and proceed in "fun" fashion on the very first of the West's latest answers to air pollution and traffic congestion.

# RTD Budget Hearing

Continued from Page 1

this year, of which 72 percent must normally be used for capital improvements in the bus system and new construction programs such as rapid transit.

The District has earmarked \$5 million of the money as "seed money" for the development of a local rapid transit system.

"While the 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."

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.

"This means," he said, "that RTD must continue to apply hardheaded management judgement 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."

## RTD President Cited As L. A. Civic Leader

Dr. Norman Topping, RTD president, will be honored Tuesday, November 23, by the Greater Los Angeles Press Club as one of the leading California newsmakers of 1971.

Recipients of the award are prominent leaders in business, government, law enforcement, education and civic affairs. Dr. Topping will be honored as a leader in civic affairs.

The Press Club cites Dr. Topping as being a gentleman who somehow finds time to "meld career upon career" while in "retirement."

The former University of California president, now serving as USC chancellor, also serves as president of RTD, as a director of the Regional Pian Association, a trustee of the Salk Institute, and holds leadership positions in a number of other organizations.

## Scheduled Change For Line 23 to Los Angeles Zoo

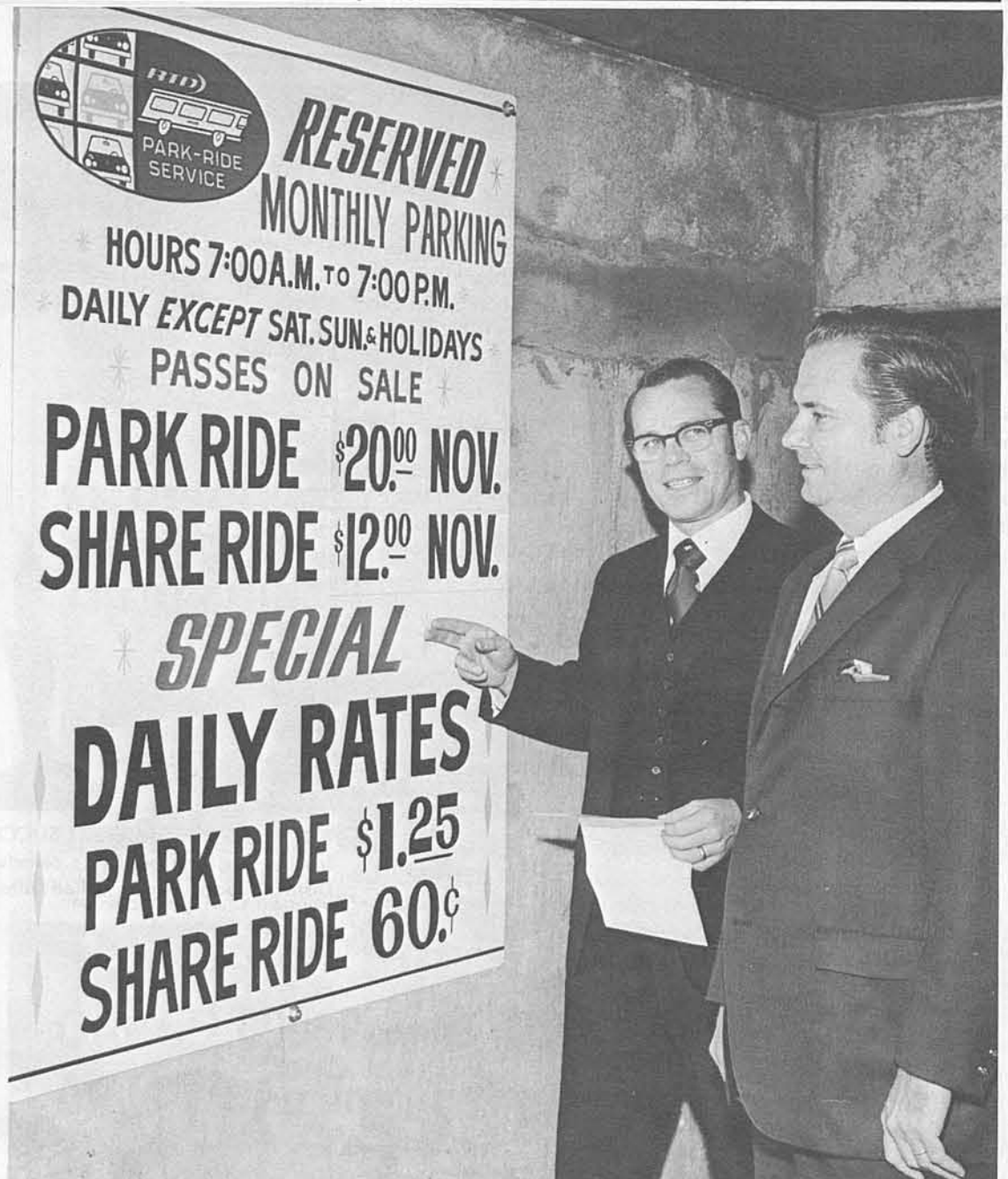
The time change affected only one schedule change for the District—Line 23. This is the line that serves the Los Angeles Zoo. Now with no more Daylight Savings Time, the Zoo will close at 5:00 p.m. instead of 6:00 p.m.

With this change in hours at the Zoo the District has dropped the last bus on the schedule — a bus that operates only when Daylight Savings Time is in effect. By dropping this bus from service the last bus leaving the corner of Hollywood Boulevard and Vermont Avenue leaves at 4:30 p.m. instead of 5:30 p.m. and the final bus from the Zoo leaves at 5:10 p.m. instead of 6:10 p.m.

## New Stop Added For Line 88 Freeway Flyer

Another stop has been added to Line 88, the San Diego Freeway Flyer.

Originating in the San Fernando Valley, the Flyer will now be stopping at the expanded federal building complex at Wilshire Boulevard and Veteran Avenue in West Los Angeles as part of its daily service.



PARK-RIDE FACILITY AT CONVENTION CENTER—Jack R. Gilstrap, RTD general manager shows Lod Cook, Atlantic Richfield vice president, through the park-ride facility at the Los Angeles Convention Center. Cook is chairman of the Minibus and Peripheral Parking Task Force Committee of the Public Transportation Committee of the Los Angeles Area Chamber of Commerce.

## Mayor Reappoints Topping To Board

Dr. Norman Topping, president of RTD, has been reappointed to the board of directors for another four-year term by Mayor Sam Yorty.

Dr. Topping has been a director with RTD since the agency was formed in 1964 and has long been dedicated to the improvement of public transportation in the Los Angeles area.

In addition to his duties as president of the Board, Dr. Topping is chancellor and former president of the University of Southern California.



PARK & RIDE LOGO—RTD Art Director Al Segal shows the Park & Ride logo he designed to staff secretary Lucille Burke. The logo is being used on all publicity material spotlighting the District's new service at the Los Angeles Convention Center into the Central City.



RTD HOLDS TOUR FOR PROSPECTIVE PARK-RIDE USERS—Six employees of Cushman and Wakefield, leasing agents for Arco Towers, toured RTD's Park-Ride facility at the L.A. Convention Center. John E. McCarty, manager of finance and administration for Cushman and Wakefield, headed the tour given by Charley Haudenschild, RTD's real property manager. Haudenschild noted that commuters are responding very favorably to the Park-Ride idea.

# Groundbreaking Natural Gas Bus Goes To Fair

Continued from Page 1

The project is expected to determine the feasibility of new concepts of joint high-way-bus operation.

Walton said, "primary objectives of the project are to increase the overall people-carrying capacity of the freeway corridor with the least possible adverse impact on community and environmental values, provide improved bus service to areas and communities along the freeway and reduce traffic congestion in those areas."

Another objective is to collect and evaluate data to determine the patronage and operating characteristics of a bus mass-transit system on exclusive freeway bus lanes in an auto-oriented major metropolitan area.

Topping pointed out that the project also is intended to establish a rational basis for planning future freeways incorporating mass transit facilities.

The project was first conceived in 1969 and will be California's first example of a multi-modal transportation system. Buses are expected to be operational on the project by October, 1972. Total cost will be \$53 million.

The two agencies anticipate that the diversion of auto passengers to buses will be encouraged, since the average bus cruising speed of 50 to 60 miles per hour is expected to be considerably higher than that of freeway traffic during peak hours.



DISTRICT DISPLAYS NATURAL GAS BUS AT FAIR—RTD Instructor John Kimbell hosted visitors aboard the District's natural gas bus at Compton's Science and Industry Fair. Youngsters not only enjoyed their tour of the bus but the black helium filled balloons given them by Kimbell.



LOOKING AT TOMORROW—Among the numerous displays at the recent Compton Science and Industry Fair, sponsored by the Cultural Economic, Youth, Sports and Academic Foundation (CEYSAF) was the District's natural gas bus. Shown discussing a major ecology project and transportation problems are (from left): Jess Arnold, CEYSAF president; Howard Edwards, Compton city manager; Donna Freudenberg, director of Lueders Park; Wilbur C. Miller, Jr., RTD public information department; Brock Davis, center-fielder for the Chicago Cubs; and Orvill Anderson, chairman of the Compton Science and Industry Fair. Five thousand black helium-filled balloons were given away by RTD during the four-day fair.

## League of Women

Continued from Page 1

all should now cooperate to keep the project moving on schedule.

Dr. Topping said the District welcomes the endorsement of such a prestigious organization as the League of Women Voters, adding, "The League has been among those in the forefront in behalf of improved public transportation. The organization's support, most assuredly, will contribute to the early building of the Central Line."

**FAST FACTS\* ON THE**

Established .....	1964
<small>(Succeeding the former Los Angeles Metropolitan Transit Authority, formed in 1958)</small>	
Employees .....	4,000
Total Weekday Passengers .....	625,000
Total Annual Passengers .....	193,000,000
Bus Lines .....	135
Buses .....	1,511
Daily Miles Operated .....	180,000
Annual Miles Operated .....	57,300,000
One-Way Route Miles .....	2,700
Passenger Stops .....	18,000
Cities and Communities Served .....	180

\*As of April 1, 1971



DIRECTORS VISIT DISTRICT'S TELEPHONE INFORMATION CENTER—RTD's Director Michael E. Macke and general manager Jack R. Gilstrap chat with information clerk Gloria Cottrell during their visit to the District's Telephone Information Center October 13. The occasion—the remodeling of the Center.

## District Remodels Information Center And Upgrades Service

The District has remodeled its telephone information center and taken steps to speed and upgrade its telephone service.

On October 13 the Center was visited by the District's Board of Directors. They saw new sound absorbing drapes acoustically hung to absorb outside noises; ceilings lowered and sound proofed; more lights installed for better vision; and walls and cabinets painted a cheerful yellow and orange.

While upgrading the work-

ing conditions of the information clerks the District also upgraded its service. Thirteen new information clerks were added to the staff, bringing it up to 71. Now requests for schedules, information about bus service and fares receive fast attention during the 18 hour service day.

During those 18 hours, when the maximum 24 answering positions are operational, the service handles 600 requests an hour for information — or a call every six seconds.



RTD BUSES SPOTLIGHTED BY HURST/AIRHEART DURING PRESS REVIEW OF HIGH PERFORMANCE AUTOMOTIVE MAGAZINE PERSONNEL—Two District buses were the only operating equipment on display during Hurst/Airheart Products, Inc. demonstration of improved performance and safety oriented products at their Chatsworth plant. The Mini-bus (left) was jacked up and its left disc brake system displayed as was the brake system on the right side of a Flixible bus. The District currently has five Flixible buses equipped with disc brakes. Because of their size, the buses proved to be a focal point by the visiting magazine personnel.



RTD PARTICIPATES IN DISC BRAKE DEMONSTRATION BY HURST/AIRHEART PRODUCTS, INC.—RTD officials George W. Heinle, (second from right) deputy administrator for operations and George H. Powell, (left) general superintendent of maintenance and equipment were on hand for a disc brake demonstration and display by Hurst/Airheart Products, Inc. in Chatsworth. Doug Toms, (second from left) director of the national highway safety bureau, chats with Heinle and Powell about the new brakes as William A. Wheeler, (right) vice president and general manager of Hurst's Chatsworth plant looks on.

## RTD To Hire Unemployed From Areas Where Rate Is Over 6%

Jobless persons living in certain high unemployment areas of Los Angeles County will be recruited for positions with RTD.

Under the terms of a program concurred in by the Board of Supervisors, the District will hire 35 unemployed individuals as bus operators, mechanics, clerks and telephone information employees, utilizing federal Employee Emergency Act funds.

Jack R. Gilstrap, RTD general manager, said the District will undertake the effort at minimal cost to the District, the federal government paying for salaries and other major expenses.

The availability of the additional employees, Gilstrap added, will aid the District in its efforts to improve bus service.

In accordance with federal regulations, the additional personnel will be sought from designated areas experiencing an unemployment rate in excess of 6 per cent. The program is being funded for one year.

A telephone information clerk position will be filled by an unemployed resident of Cudahy.

Three bus operator positions will be filled by unemployed residents of Beverly Hills.

Two bus operator positions and one clerk typist position will be filled by unemployed residents of Carson.

Five positions as bus operators and one position as mechanic will be filled by unemployed residents of East Los Angeles.

Three positions as bus operators will be filled by unemployed residents of the Florence area.

One position as mechanic and five positions as bus operators will be filled by unemployed residents of Maywood.

Six positions of bus operators and one position as mechanic will be filled by residents of West Hollywood.

Six positions as bus operators will be filled by unemployed residents of South Gate.

"The availability of the federal assistance," Gilstrap said, "will enable the RTD to provide new job opportunities for the unemployed, including young people, veterans, minority group members and others. At the same time we will be aided in our efforts to improve bus service."

All positions will be filled from within specified census tracts and persons wishing to contact the District's personnel office to verify job and residential requirements.

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

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## George McDonald Joins RTD's Executive Staff

A former official of the Bay Area Rapid Transit District has joined RTD's executive staff.

George L. McDonald, a veteran of 12 years with BART, is assuming duties as RTD's manager of planning and marketing.

McDonald, 44, served with BART during the period when the nation's newest rapid transit system was being developed. He held a number of positions, including director of public information, economic analyst and assistant treasurer.

RTD General Manager Jack R. Gilstrap said McDonald's involvement in the development of Bay Area Rapid Transit from design to operation should prove a major benefit to the District.

McDonald previously served with Kaiser affiliated companies, specializing in engineering services, aluminum and chemicals.

## Procedure Regarding Handling Of Wheel Chairs On All RTD Buses

Handicapped persons with standard-sized folding wheel chairs will be carried on RTD buses subject to the following conditions:

- (1) The handicapped person must be accompanied by a responsible passenger who is physically able to assist the handicapped person in boarding, seating, and alighting from the bus.
- (2) There must be a seat available for the handicapped person.
- (3) The wheel chair, when folded, should not exceed 45" in length, 12" in width and 36" in height, and must be stored in a manner that will not interfere with or create a hazard to other passengers.
- (4) The carrying of these persons is limited to the following hours: Monday through Saturday, 9:00 a.m. to 3:00 p.m. and 7:00 p.m. to midnight. Sundays and holidays, 5:00 a.m. to midnight.

## ACME Club Helps Catholic Big Brothers, Inc.

The District has received a letter of appreciation from Robert C. Yearly, president of Catholic Big Brothers, Inc. of Los Angeles.

In the letter Yearly extends his appreciation to District employees for their support of the ACME Club.

"Please accept our appreciation and gratitude for your contribution. By joining the Friends of Catholic Big Brothers," he said, "your annual gift will help up to better serve our fatherless boys."

## New Service For South L.A., Airport & Watts

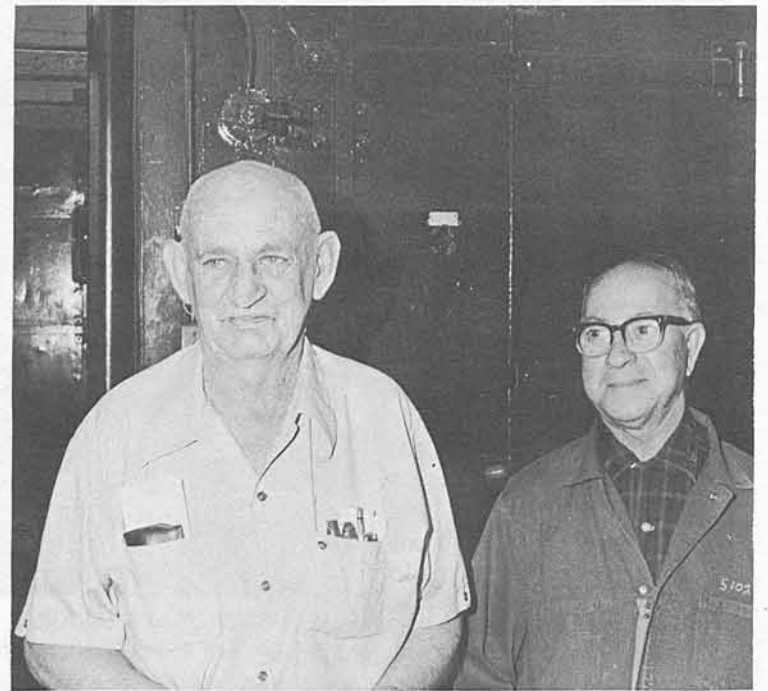
Responding to the needs of the community, the District has announced a new connecting service to join South Broadway Line 7 with the El Segundo Boulevard Line 123.

Beginning Monday, November 29, a special line (7A) was initiated to carry passengers between the terminal of the present Line 7 (Broadway and 116th Street) and Line 123 on El Segundo Boulevard at Broadway.

Passengers wishing to continue their trip from Line 7 to 7A, who do not wish to transfer on Line 123, may do so by requesting a continuation pass (free) from the Line 7 operator. Persons wishing to transfer from Line 7-7A to Line 123 will pay the regular 5¢ charge for an ordinary transfer. This service will be offered Monday through Saturday.

A permanent extension of Line 7 from its present terminal at 116th Street and Broadway to El Segundo Boulevard will take effect Monday, December 27, on a Monday through Saturday basis. The extension from 116th Street will afford South Central Los Angeles commuters an opportunity to transfer between Line 7 and El Segundo Boulevard Line 123. Line 123 offers convenient travel to Watts, Willowbrook and other south central points as well as the industrial complex around International Airport.

## Two South Park Mechanics Honored



CAKE AND COFFEE—Retiree Robert L. Carson (right) and soon-to-retire (December 1) Edward C. Moore, were honored November 12 at South Park by their fellow employees. Carson retired November 17 after 25 years transit service and Moore will have completed 30 years service when he retires. Ed's wife Evelyn provided a large cake decorated with her husband's badge number for the retirement ceremony.



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 5½ years, 4½ 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.

## RTD Changes Downtown Route Of Line 49

The route of buses on Line 49 has been changed to better serve the new Los Angeles Convention Center.

Line 49 buses will now operate north and south along Figueroa Street between 5th Street and 23rd Street instead of traveling along Flower Street.

Southern California Rapid Transit District  
 1060 South Broadway, Los Angeles 90015

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