

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

Minutes of Regular Meeting of  
the Board of Directors of the District

August 5, 1969

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Upon notice duly given, the Directors of the Southern California Rapid Transit District met at a regular meeting in the District Board Room, 1060 South Broadway, Los Angeles, California, at 10:00 a.m. on August 5, 1969, at which time President Kermit M. Bill called the meeting to order.

Directors 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, Thomas G. Neusom and Douglas A. Newcomb were present. Director Norman Topping was absent.

Also present were General Manager Samuel E. Nelson; General Counsel Milton McKay; Assistant General Manager for Operations George F. Goehler; Assistant General Manager for Engineering Richard Gallagher; Controller-Auditor-Treasurer H. L. Black; Secretary Virginia L. Rees; and the public.

Approval of Minutes

The minutes of the Regular Meeting held July 15, 1969 were approved.

Certificate of Merit

Director Newcomb presented the District's Certificate of Merit to Hoyt A. Brown, Operator-of-the-Month for July, 1969 in recognition of the outstanding courtesy displayed by Mr. Brown toward his passengers and the public.

Temporary Route Diversions

After discussion, on motion duly made, seconded and unanimously carried, the following resolution was adopted:

RESOLUTION NO. R-69-173

RESOLVED, that the temporary route diversions caused by construction work affecting Lines 2, 15, 16, 20, 24, 58S, 64, 72, 90, 108, 114, 119 and 124, as described in report dated July 21, 1969 filed with the Secretary, be and the same are hereby ratified and approved.

Changes of Bus Stop Zones

After discussion, on motion duly made, seconded and unanimously carried, the following resolution was adopted:

RESOLUTION NO. R-69-174

RESOLVED, that the report dated July 21, 1969 relating to bus stop changes, filed with the Secretary, be and the same is hereby ratified and approved.

Approval of Authorization For Expenditure No. 422

After discussion, on motion duly made, seconded and unanimously carried, the following resolution was adopted:

RESOLUTION NO. R-69-175

RESOLVED, that Authorization For Expenditure No. 422, covering miscellaneous requisitions of \$100 and over, but less than \$1,000, as discussed

at this meeting and attached to these Minutes as Exhibit 1, be and the same is hereby approved.

Report of Purchasing Agent - Statement of Material and Supplies Account

Pursuant to Section 8.3 D of the Rules and Regulations, the Purchasing Agent's Statement of Material and Supplies Account for the month of June, 1969 was presented to the meeting and was ordered "Received and Filed." A copy of the Statement is filed with the Secretary.

Report of Purchasing Agent - Sales of Surplus, Obsolete or Used Material, Supplies or Equipment for the Period of April 1, 1969 through June 30, 1969

Pursuant to Section 9.8 of the Rules and Regulations, the Purchasing Agent submitted a Report on Sales of Surplus, Obsolete or Used Material, Supplies or Equipment for the Period April 1, 1969 through June 30, 1969, which Report was ordered "Received and Filed." A copy of the Report is filed with the Secretary.

Authorization to Invite Bids on Sale of Used Surplus Non-Revenue Equipment

After discussion, on motion of Director Compton, Chairman of the Surface Operations Committee, seconded and unanimously carried, the following resolution was adopted:

RESOLUTION NO. R-69-176

WHEREAS, the Surface Operations Committee on August 4, 1969 considered and approved the recommendation of General Manager Samuel B. Nelson to authorize the Purchasing Agent to invite bids on the sale of the following described used surplus non-revenue units of equipment, in accordance with the Rules and Regulations and subject to the prior

approval of the Consulting Engineer and of General Counsel Milton McKay:

UNIT No.	YEAR	MAKE & TYPE	ACCUMULATED MILEAGE	MINIMUM BID PRICE
121	1962	INTERNATIONAL-SCOUT PICK-UP TRUCK	83,000	\$ 300.00
124	1962	INTERNATIONAL-SCOUT PICK-UP TRUCK	96,000	300.00
134	1957	G.M.C. PICK-UP TRUCK	107,000	250.00
201	1963	INTERNATIONAL-SCOUT PICK-UP TRUCK	82,000	350.00
202	1963	INTERNATIONAL-SCOUT PICK-UP TRUCK	99,000	350.00
203	1963	INTERNATIONAL-SCOUT PICK-UP TRUCK	84,000	350.00
204	1963	INTERNATIONAL-SCOUT PICK-UP TRUCK	80,000	350.00
211*	1963	FORD ECONOLINE TRUCK	73,000	75.00
400	1963	FORD-8 4-DOOR SEDAN	114,000	375.00
416	1963	STUDEBAKER-6 2-DOOR SEDAN	79,000	175.00
427	1964	FORD-8 4-DOOR SEDAN	107,000	355.00
432	1964	PLYMOUTH-8 2-DOOR SEDAN	78,000	300.00
437	1964	PLYMOUTH-8 2-DOOR SEDAN	92,000	300.00
485	1965	RAMBLER-8 2-DOOR SEDAN	105,000	365.00
486	1965	RAMBLER-8 2-DOOR SEDAN	106,000	365.00
500	1965	PLYMOUTH-8 2-DOOR SEDAN	112,000	450.00
503	1965	PLYMOUTH-8 2-DOOR SEDAN	85,000	450.00
504	1965	PLYMOUTH-8 2-DOOR SEDAN	94,000	450.00
516	1966	PLYMOUTH-8 2-DOOR SEDAN	124,000	600.00

\*DAMAGED IN ACCIDENT

NOW, THEREFORE, BE IT RESOLVED, that the Purchasing Agent be and he hereby is authorized to invite bids on the sale of the above described used surplus non-revenue units of equipment, in accordance with the Rules and Regulations and subject to the prior approval of the Consulting Engineer and of the General Counsel.

Approval of Route Change - Line Nos. 45, 58 & 59

After discussion, on motion of Director Compton, Chairman of the Surface Operations Committee, seconded and unanimously carried, the following resolution was adopted:

RESOLUTION NO. R-69-177

WHEREAS, on August 4, 1969 the Surface Operations Committee considered and approved the General Manager's recommendation to reroute Line Nos. 45,

58 and 59 in the downtown section of the city of Santa Ana to conform to newly established street traffic patterns, as described in report dated July 28, 1969 presented to the Committee;

NOW, THEREFORE, BE IT RESOLVED, that the General Manager be and he hereby is authorized to reroute Line Nos. 45, 58 and 59 in the downtown section of the city of Santa Ana, as discussed at this meeting and as described in report dated July 28, 1969 filed with the Secretary, effective as of August 10, 1969; subject to the prior approval of the Consulting Engineer;

RESOLVED FURTHER, that the General Manager be and he hereby is authorized to make appropriate revisions in the Official Route Authorizations of the District as adopted November 5, 1964 to reflect the minor revisions in route of Line Nos. 45, 58 and 59 above authorized.

Approval of Month-to-Month Agreement for Temporary Storage Purposes on Macy Yards Premises - Great Western Freightways

After discussion, on motion of Director Compton, Chairman of the Surface Operations Committee, seconded and unanimously carried, the following resolution was adopted:

RESOLUTION NO. R-69-178

WHEREAS, on August 4, 1969 the Surface Operations Committee considered and approved the General Manager's recommendation that the District enter into a month-to-month agreement with Great Western Freightways to provide for the temporary use of portions (less than one acre) of the District's Macy Yards premises for outside storage purposes, in and for a consideration to the District in the amount of \$0.02 per square foot per month based upon the maximum area used during any calendar month, with waiver of compliance with Section 9.10 of the Rules and Regulations; form of agreement subject to approval of the General Counsel;

NOW, THEREFORE, BE IT RESOLVED, that the General Manager be and he hereby is authorized to execute on behalf of the District a month-to-month agreement

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between the Southern California Rapid Transit District and Great Western Freightways to provide for the temporary use of portions (less than one acre) of the District's Macy Yards premises for outside storage purposes, in and for a consideration to the District in the amount of \$0.02 per square foot per month based upon the maximum area used during any calendar month, said agreement being subject to waiver of requirements of Section 9.10 of the Rules and Regulations; form of agreement subject to approval of the General Counsel.

Approval of Payment of Annual Membership Dues - Institute For Rapid Transit

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Director Gleckman, Chairman of the Finance & Governmental Affairs Committee, reported that the Committee this morning considered and approved the General Manager's recommendation that the District's Class III membership in the Institute for Rapid Transit be renewed for the fiscal year commencing July 1, 1969 in the amount of \$2,500.00.

After discussion, on motion of Director Gleckman, seconded and unanimously carried, the following resolution was adopted:

RESOLUTION NO. R-69-179

RESOLVED, that the District's Class III membership in the Institute for Rapid Transit be and hereby is renewed for the fiscal year commencing July 1, 1969 in the amount of \$2,500.00;

RESOLVED FURTHER, that the Treasurer and/or Assistant Treasurer be and he hereby is authorized to pay said annual membership dues for \$2,500.00 for the fiscal year commencing July 1, 1969.

Approval of Requisition No. 4400-757 - Printing of Exact Fare Pamphlet

Director Macke, Chairman of the Public Information & Marketing Committee, reported that the Committee on August 4, 1969

reviewed, as a part of the over-all public information program to effect the Exact Fare Program, Requisition No. 4400-757 covering the cost of printing 500,000 copies of the Exact Fare Pamphlet, and approved the Requisition.

After discussion, on motion of Director Macke, seconded and unanimously carried, the following resolution was adopted:

RESOLUTION NO. R-69-180

RESOLVED, that Requisition No. 4400-757, covering the printing of 500,000 copies of Exact Fare Pamphlet, as described in specifications presented to the meeting and attached to the requisition, at a cost not to exceed \$4,500.00, be and the same is hereby approved.

Approval of Resolution Endorsing Watts Railroad Relocation Project

Director Hayward, Acting Chairman of the Advance Planning and Engineering Committee, reported that the Committee on August 4, 1969 considered the proposed Watts Railroad Relocation Project, which was originally proposed by the Southern Pacific Company to facilitate street, freeway and community planning in the Watts area.

Chairman Hayward stated that the key features of the proposal were to eliminate the Southern Pacific Company trackage in the Watts area and to relocate it onto Alameda Street and into the Century Freeway between Alameda Street and approximately Normandie Avenue, which would eliminate the need for a grade separation structure and facilitate community planning, and also facilitate planning for rapid transit in this area.



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He further reported that the proposal had been studied and endorsed by the State Highway Department, the City of Los Angeles, the cities of Compton and Lynwood, and by the Community Redevelopment Agency, and that the City of Los Angeles City Engineer's Office has requested indication of support of this project from the District.

Chairman Hayward stated that the Committee by a majority vote concluded that the proposal would be in the best interests of the District and of the community and approved adoption of the resolution endorsing the Watts Railroad Relocation Project, predicated on the recommendation of General Manager Nelson and of Assistant General Manager for Engineering Gallagher.

After discussion, on motion of Director Hayward, seconded and unanimously carried, the following resolution was adopted:

RESOLUTION NO. R-69-181

WHEREAS, the Southern Pacific Railroad has indicated the possibility of revising their existing rail system in the South Central area of Los Angeles, including the El Segundo, Fernwood and Willowbrook Lines in the communities or cities of Watts, Willowbrook, Compton, Paramount, and Lynwood in connection with the construction of the Century Freeway as shown on Exhibit "A" in report prepared by the City Engineer's Office of the City of Los Angeles entitled "Watts Railroad Relocation Project" dated April 1969; and

WHEREAS, the City of Los Angeles (Watts), County of Los Angeles (Willowbrook) and City of Compton have been assured of Planning Grants from the Department of Housing and Urban Development under the Model Cities Program; and

WHEREAS, the Community Redevelopment Agency of the City of Los Angeles has made an application to the Department of Housing and Urban Development for funds

to improve the Watts Redevelopment Project No. 1, which includes a railroad grade separation at Century Boulevard; and

WHEREAS, similar resolutions endorsing the proposal to relocate the subject rail lines have been adopted by the City of Compton on March 25, 1969, by the City of Lynwood on April 1, 1969, by the Community Redevelopment Agency of the City of Los Angeles on April 2, 1969, and by the Los Angeles City Planning Commission on April 10, 1969; and

WHEREAS, the State of California, Division of Highways, is now designing the Interstate Route 105 (Century) Freeway which parallels and crosses the Southern Pacific Railroad rail system's El Segundo Line in Watts; and

WHEREAS, it appears that the removal of blighting influences of the railroad operations being conducted in residential neighborhoods, would facilitate a solution to many of the complex planning problems of the area; and

WHEREAS, the construction of the proposed Century Freeway now under design by the State Division of Highways, will provide a once-in-a-lifetime opportunity to remove and relocate these railroad facilities to more desirable locations; and

WHEREAS, placing the aforementioned railroad lines in industrialized Alameda Street and in the median of the Century Freeway westerly from Alameda Street to about Normandie Avenue will allow the continued operation of the railroad lines while permitting the removal of the lines from residential areas and will eliminate the need for a costly grade separation at Century Boulevard; and

WHEREAS, the State conducted a study at the request of the City and found it feasible to relocate the El Segundo Line to the median of the proposed Century Freeway between Alameda Street and Normandie Avenue; and

WHEREAS, making these changes in the railroad lines will be compatible with and will facilitate the planning for this Southern California Rapid Transit District's proposed rapid transit facilities in this area;

NOW, THEREFORE, BE IT RESOLVED, that the Southern California Rapid Transit District's Board of Directors hereby strongly endorses the Watts Railroad Relocation Project as originally proposed by the Southern Pacific Company and since studied and endorsed by the State Division of Highways, the Cities of Los Angeles, Compton and Lynwood and the Community Redevelopment Agency; and

BE IT FURTHER RESOLVED, that copies of this resolution be forwarded to the appropriate offices in the above mentioned agencies.

Non-Contract Employee - Adjustment in Annual Salary of Management Group Position of Deputy Coordinator in Rapid Transit Development Department

Upon approval of the ten Directors present, consideration of an adjustment in the annual salary of the position of Deputy Coordinator in the Rapid Transit Development Department was added to the Agenda.

Director Newcomb, Chairman of the Personnel & Administrative Procedures Committee, reported that the Committee this morning considered and approved the General Manager's recommendation that the annual salary of the Management Group position of Deputy Coordinator in the Rapid Transit Development Department be increased from \$16,616.00 to \$18,000.00, effective as of August 3, 1969, due to the assignment of additional duties of liaison with Congress and the U.S. Department of Transportation which have been so ably carried out by Mr. Jack Stubbs who holds the position.

After discussion, on motion of Director Newcomb, seconded and unanimously carried, the following resolution was adopted:

RESOLUTION NO. R-69-182

RESOLVED, that the annual salary of the Management Group position of Deputy Coordinator in the Rapid Transit Development Department be and hereby is increased from \$16,616.00 to \$18,000.00, effective as of August 3, 1969.

Report of General Manager

General Manager Nelson reported on the activities of the District since the last Regular Meeting on July 15, 1969. A copy of the Report is attached to these Minutes as Exhibit 2.

Next Regular Meeting

After discussion, on motion duly made, seconded and unanimously carried, the following resolution was adopted:

RESOLUTION NO. R-69-183

RESOLVED, that the next Regular Meeting of the District be held at the District's Board Room in the Transit District Building, 1060 South Broadway, Los Angeles, California, on Tuesday, August 19, 1969, at 10:00 a.m.

There being no further business, the meeting adjourned.

**VIRGINIA L. REES**

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Secretary

# SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

## AUTHORIZATION FOR EXPENDITURE

No. 422

Budgeted Item No. See Below

June 3, 196

### Project Description

Miscellaneous Requisitions

\$100 - \$1,000

Proposed by: Various  
(Department Head)

Department: Various  
(Number)

### Project Cost Estimate and Analysis

Req. No.	Description	Budget No.	Purchase or Contract	Labor and Materials	Total	Fc Acc De
4200-169	1-Mod. 725 IBM Select. Typewriter	69-4-1	491.40		491.40	
3334-1203	1-10 Gal. Elect. Water Cooler	69-4-1	161.70		161.70	
<b>Estimated Total Cost -</b>					<b>653.10</b>	

Pursuant to Section 510 of the Trust Indenture the purposes of the expenditure proposed herein are as stated above.

H. L. Black  
(Authorized Officer)

Approved By: Samuel P. Nelson  
(General Manager)

Verify that the expenditure proposed herein represents actual additions to, replacements of or betterments to physical property, and that the value thereof will be at least equal to the cost thereof.

Richard Gallagher  
(Engineer)

Authorized by the District:

AUG - 5 1969

Virginia L. Rees  
(Secretary)

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

General Manager's Report  
For Board Meeting, August 5, 1969

The District successfully met two major hurdles this last week in an effort to secure final approval in the Legislature of Assemblyman Lanterman's Bill, A.B. 2136. Approved in the Assembly on July 10, the Bill won approval last week in the Senate Transportation and Finance Committees and is now on the Senate floor, where approval will send it to Governor Reagan for signature. I was fortunate in spending a half-hour meeting with the Governor on July 24 and it appears, that when the Bill reaches the Governor's desk, the Administration will act favorably. Since my last report, resolutions of endorsement for A.B. 2136 were adopted by the Gardena City Council and the Los Angeles Junior Chamber of Commerce.

I might add here that the principal opposition to the Bill in the Senate appears to be Senator Carrell from San Fernando. If any Board member knows Senator Carrell, Tom Carrell, or knows someone who is personally acquainted with Tom Carrell, it would be to our advantage to contact him, and I am contacting everyone I have available to try to get Senator Carrell to not speak against the Bill when it hits the floor of the Senate. He's indicated that he may voice objection to the Bill, and being a senior Senator from the Los Angeles area it might have an effect upon some of the other senators throughout the state. I don't know just the exact reason for his opposition, but this is the situation and I just commend to you to make contact if that is proper. The Bill will probably be heard, it's on 3rd reading, and it will be before the Senate either tomorrow or Thursday. The Senate plans to adjourn, you know, Thursday or Friday; so the time is of the essence.

President Kermit Bill represented the District in Washington at a hearing before the Subcommittee on Housing and Urban Affairs, of the Senate Committee Banking and Currency. Mr. Bill's statement, and a statement of mine which was entered in the record, urged creation of an Urban Mass Transit Trust Fund of significant size to get transit on the move. We also spoke of the need for eliminating the present 12½ per cent limitation on capital grant funds for transit in any one state. We informed the committee that greater discretionary authority should be given the Department of Transportation to allocate more funds where they are desperately needed in a few of the largest urban areas. Los Angeles particularly is suffering under this ruling which is now in existence.

I lunched on July 17 with Clifton Moore, General Manager of the Los Angeles Department of Airports. We discussed in some depth the airport transportation problems and potential solutions, particularly in the area of alleviating congestion on the ground and, of course, transportation to and from the airport. Mr. Moore indicates that to further aggravate the situation at the airport, Pan American will begin operating the 747 jets next December. That's these jets that seat up to 200-350 people, or slightly in excess of that; so, this is a problem.

) District staff members hosted Mr. Jerry Premo, director of the Washington Department of Transportation's Division of Technical Studies. Meetings were coordinated for Mr. Premo with the Southern California Association of Governments, known as SCAG, and the Transportation Association of Southern California (TASC) for discussion of the study application to DOT for matching funds under Senate Concurrent Resolution 67. Mr. Premo also consulted with District representatives regarding the final requisition for federal funds in connection with the four-corridor and the Airport Southwest Corridor projects.

The Public Information Department coordinated the effort in which the three astronauts who traveled to the moon were named Honorary RTD Pilots. You may have picked that up in the press. We forwarded appropriate letters and bus driver caps, each inscribed with one of the astronaut's names, to NASA headquarters in Houston. The letters I sent to the astronauts, and in news releases, noted that RTD bus drivers travel the equivalent - in bus miles - of a round trip to the moon every three days. The project received national attention on Walter Cronkite's television show the morning of take-off, and we are beginning to receive clips on the story from newspapers throughout the nation. It gave us a little exposure that we would not have gotten otherwise, and I want to commend Larry Avers in thinking of this idea and putting it before the public. We were able to get a tape of Walter Cronkite's narration, and if that is available now, it might be appropriate to play it back to the Directors.

"Bill (Stout), you have given us that report from Southern California, from Downey, California, to be precise, south of Los Angeles where North American-Rockwell builds these command modules for the Apollo missions, and I am surprised that you didn't report to us a story that perhaps was picked up from the news wires that the bus drivers in your Southern California who accumulate enough mileage every three days to make a round trip to the moon, they report, have designated the Apollo 11 crew 'honorary members.' They have sent them bus driver caps inscribed with their names, which goes to show that in the age of space and interplanetary communication and landings on the moon, there will always be a public relations man."