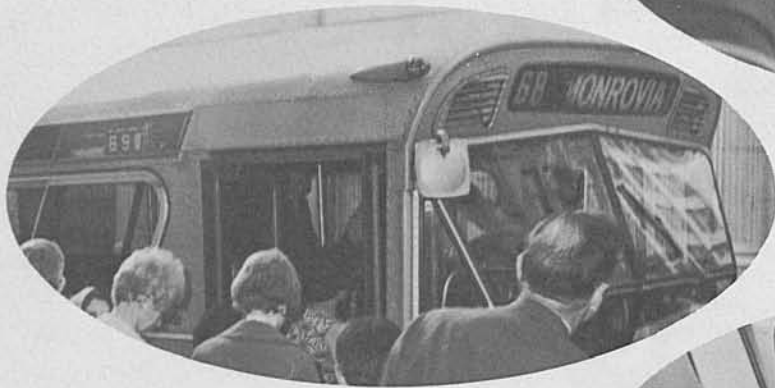
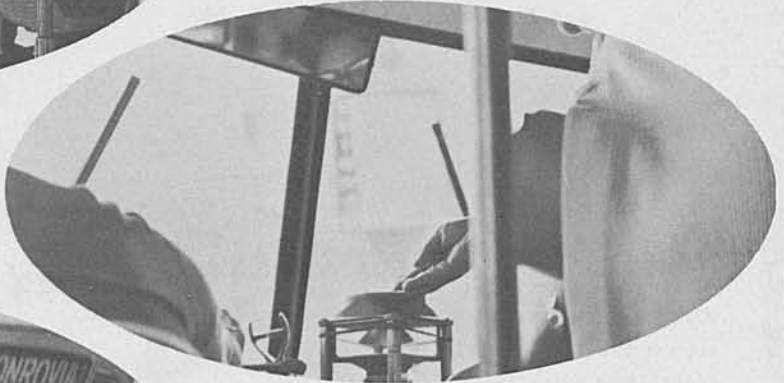


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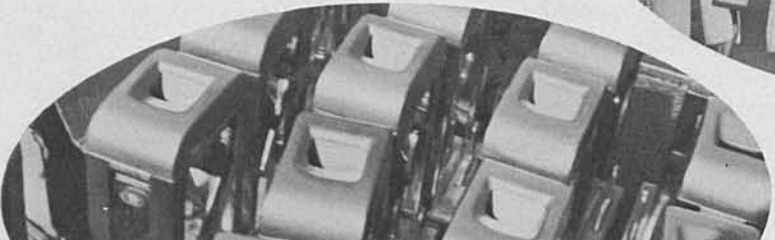


JAN. 70



**EMPLOYEE  
MAGAZINE**

**Southern California  
Rapid Transit District**



# WIN \$100<sup>00</sup>

## NAME YOUR MAGAZINE

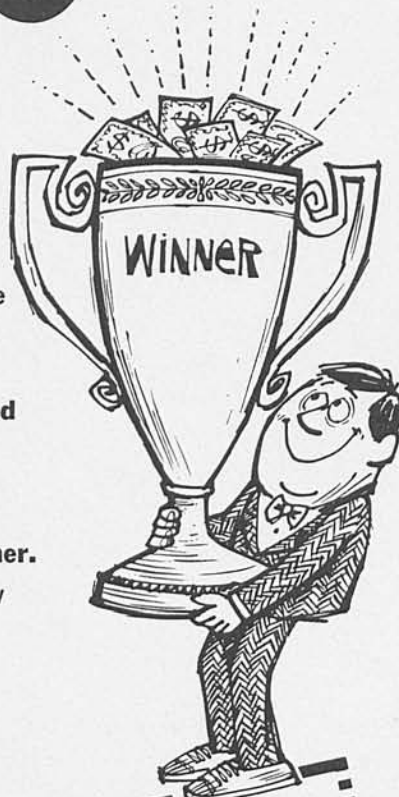
\$100 is being offered for a suitable name for the District's new employee magazine.

An additional \$50 will be presented the runner-up.

The decision of the judges will be final. In case of duplicates, the earliest entry will be the winner.

Use the official entry blank below when submitting your entry or a postcard.

Contest open to RTD employees only. Entry deadline is March 25.



### OFFICIAL ENTRY BLANK MY SUGGESTED NAME IS:

\_\_\_\_\_ ★ ★ ★ ★ ★

NAME \_\_\_\_\_ HOME PHONE \_\_\_\_\_

EMPLOYEE NO. \_\_\_\_\_

HOME ADDRESS \_\_\_\_\_

SEND OR DELIVER TO HOUSE ORGAN EDITOR, ROOM 500  
1060 SOUTH BROADWAY, L. A. 90015

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Leonard S. Gleckman	
Herbert H. Krauch	
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Thomas G. Neusom	
Douglas A. Newcomb	
Norman Topping	
Virginia Rees	Secretary

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RICHARD GALLAGHER	Assistant General Manager For Engineering
JACK R. GILSTRAP	Assistant General Manager For Rapid Transit Development
GEORGE F. GOEHLER	Assistant General Manager For Operations
HIL BLACK	Comptroller, Auditor-Treasurer
MILTON McKAY	General Counsel
RICHARD L. MANNING	Director of Public Information
WILLIAM A. REASON	Editor
ALBERT L. SEGAL	Art Director

## Mailing Address

Southern California  
Rapid Transit District  
1060 South Broadway  
Los Angeles 90015

**SAMUEL B. NELSON**

## **General Manager's Report**



During the fifteen months I have been with RTD, I have gained great respect for my fellow employees.

I have never met a more capable, dedicated and hard working group of men and women in my 42 years of public service. You make seemingly impossible jobs possible. Your professionalism has made RTD one of the finest transit systems in the country.

This issue marks the return of our employee magazine. Our editor, Bill Reason, is a former public affairs specialist with the U.S. Navy.

The year just completed was a historical one. I feel very lucky to be a part of the changing transit scene and would like to discuss some of the highlights of 1969.

Last year saw the Legislature give recognition to the need for public fund support for transit by the passage of Assembly Bill 2136.

The bill authored by veteran Assemblyman Frank Lanterman enables our Board of Directors to levy in July a 1/2¢ sales tax within the district for six months. This will mean about \$30 million to us, and about \$6 million to the area's eight municipally owned bus lines. For the present it will enable RTD to maintain existing service and fares and consider modest improvements.

With due fanfare, we converted our existing fare collection system to one requiring our customers to have their exact fare. It has been a tremendous success and our customers are very pleased with it, especially when it increases on-time performance. In house, we're pleased because it has eliminated assaults and robberies of our bus drivers, a problem management and the operators have been concerned with for some time.

Another major happening during 1969 was the planning of a proposed Exclusive Express Busway in the center and alongside the San Bernar-

dino Freeway between El Monte and Los Angeles. There's a special feature about the Busway in this issue—I'm sure you'll enjoy it.

Once again you've received nationwide recognition for your safety practices. Five awards were presented at the last National Safety Council dinner. Divisions 12, 9 and 8 received first, second and third place awards, respectively, for operations over 350,000 miles per month. Divisions 11 and 6 received second and third place awards for facilities operating over 200,000 miles but less than 350,000 miles monthly. I challenge any transit system to beat or match a safety record like that.

Air pollution is a big problem in Southern California.

I appeared before a hearing in Los Angeles of the Air Pollution Sub-Committee of the Assembly Transportation Interim Committee and gave them a historical outline of the District's high maintenance techniques and policies.

I noted that while the District's diesel buses represent less than 3/100 of 1% of the registered vehicles in Southern California, we are responsible for only 4/10,000 of motor vehicle-caused air pollution.

It might be further noted that the District has received commendations from the California Motor Vehicle Pollution Control Board and the County's Air Pollution Control District. This has been due to our outstanding preventative maintenance program.

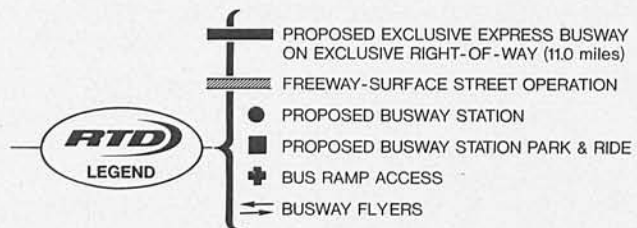
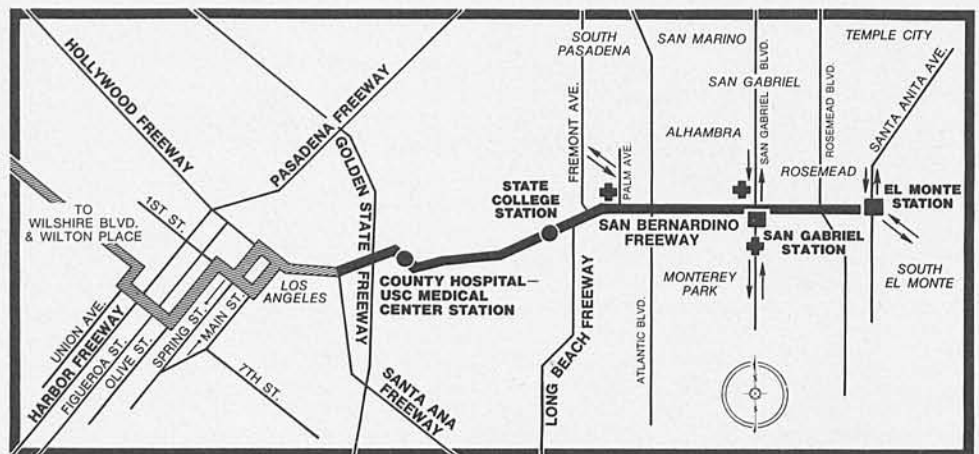
Our new monthly passes are really catching on. Sales are up 31% and pass revenue has increased 44%. The increase is being reflected in our on-time performance.

As we move into a new exciting decade filled with challenges, I look forward to continuing the wonderful association I have enjoyed with you during the past year.



Ultra modern facilities, like this beautifully landscaped transit station would be established on RTD's Exclusive Express Busway. This station is at California State College at Los Angeles. Another is proposed for the Los Angeles County-USC Medical Center. These two stops will be the only on-line stops on the 11-mile exclusive express busway, proposed for the San Gabriel Valley Corridor between El Monte and Los Angeles. The busway will provide increased commuter capacity in the San Gabriel Valley Corridor and enable RTD to test advances in bus design, new methods of bus propulsion, speed control, communications, safety features, fare collection, as well as new methods of handling passenger flow.

## PROPOSED ROUTE OF NEW BUSWAY





# Proposes Exclusive Express Busway

## BUSES WILL HAVE OWN RIGHT-OF-WAY



Attractive air conditioned RTD buses, traveling 60 miles an hour, may soon be carrying passengers from El Monte to Los Angeles on an 11-mile Exclusive Express Busway. The proposed Busway would be constructed on the Southern Pacific right-of-way in the center and alongside the San Bernardino Freeway. Travel time between the two cities has usually been about 40 to 45 minutes. The Busway Flyer will make the trip in 18 minutes.



The proposed El Monte Terminal at Santa Anita Avenue, where RTD's Exclusive Express Busway will originate, has a planned parking facility for 1,400 cars. Here commuters will be able to drive to the terminal, park their car and board a Busway Flyer. The terminal is also designed to provide an exchange point for passengers from feeder buses. An estimated 4,000 people are expected to travel hourly from El Monte.

*continued on page 11*



Members of Exact Fare Conference are (left to right) Lloyd Sugaski, Senior Vice President, Bank of America; John W. Luhning, Director of Public Affairs, Union Bank; Kenneth R. Moore, General Chairman, United Transportation Union; Samuel B. Nelson, RTD General Manager; Kermit M. Bill, RTD President; Robert L. Call, Executive Vice President, Sav-On Drug Stores, Inc.; and James B. Griffith, Vice President, Security Pacific National Bank.



# EXACT FARE STARTS

The new Exact Fare Program inaugurated October 12 and now in effect throughout the District has been successful far beyond the expectations of all concerned.

At the first Board of Directors meeting following the commencement of Exact Fare, RTD General Manager Samuel B. Nelson told Board Members: "It is quite evident that Exact Fare is a tremendous success. This is probably the most difficult undertaking in the history of local public transportation and we have all devoted many hours to the project. The transition has been smooth with virtually no customer complaints.

"Our Public Information Department has done an excellent job of informing our customers and our operators and maintenance personnel have afforded for a smooth changeover."

The latest statistics show passengers are taking advantage of the new prepaid fare program to the extent that all previous sales records on tokens, tickets and monthly passes are being broken.

RTD is being assisted in selling tokens by the Bank of America, Security Pacific National Bank, Union Bank and Sav-on Drug Stores. Branches of the banks and drug chain on or near RTD bus lines are selling tokens, offering passengers an added convenience in the use of prepaid transportation.

For passengers not having the Exact Fare, special redemption envelopes are being used. Far less have been needed than was originally anticipated. Mr. Nelson and Assistant General Manager for Operations, George F. Goehler, expressed appreciation over the cooperation of RTD operators' handling of the redemption envelopes. Mr. Goehler added, "The envelopes are a valuable and important customer service and an integral part of the Exact Fare Program."

A large number of letters have been received by the District concerning Exact Fare. Most of them commend RTD on the way the new program has smoothed out fare collections and speeded up on-time performance.





# PROFESSIONAL PEOPLE MOVERS

**Moving 193,000,000 People  
Quickly, Safely  
and Courteously  
Every Year**

As a large consumer of Texaco products, RTD was asked recently to prepare an article concerning our operations in Southern California by the Texaco Oil Company for use in their publication THE TEXACO STAR.

Today that story, complete with photographs, is featured in our magazine as "RTD Professional People Movers."



# RADIO DISPATCH— CENTER of RTD OPERATIONS

## CONSTANT RADIO LINK WITH OPERATORS INSURES PEAK EFFICIENCY

When Bus 5937, on Southern California Rapid Transit District's Line 91, pulls onto the Hollywood Freeway each morning at 6:27 a.m. its 51 comfortably seated, Los Angeles-bound commuters take the trip for granted, as do RTD's 625,000 other daily passengers.

But not the 2584 operators with the RTD cap, 628 mechanics, and 673 supervisory, scheduling, information and other employees who keep the Rapid Transit District's 1511 buses (RTD calls them ExtraCARs) on the move.

And move they do—along 2600 miles of route in Los Angeles, Orange, Riverside and San Bernardino Counties—on short trips and on runs as far as Yucaipa, 90 miles away.

RTD buses move at a pace that finds the public transit agency's vehicles maintaining a 93 per cent on-time performance record—truly remarkable in an area that has more motor vehicles on the move than some cities and states have people.

How does RTD accomplish the job through rainy winters and long, hot summers, with some mild and often chilly springs and falls in between?

The District takes advantage of modern technology, together with proven transit practices, implemented by some of the most experienced and respected professionals in the business of moving people.

A preventive maintenance program has won commendation for the District from the California Motor Vehicle Pollution Control Board and the County's Air Pollution Control District.

The man with the RTD cap is no novice!

A chauffeur's license, and an entrance exam, qualified him for an average of five weeks intensive classroom exercises plus behind the wheel training on RTD's private driving range, as well as in city street and freeway travel.

And the training pays off handsomely in an outstanding safety and courtesy record.

Some RTD employees, however, while unseen by the traveling public, are never silent! And there's a close kinship between these unsilent ones and the men on the move in an operation that spans the clock.

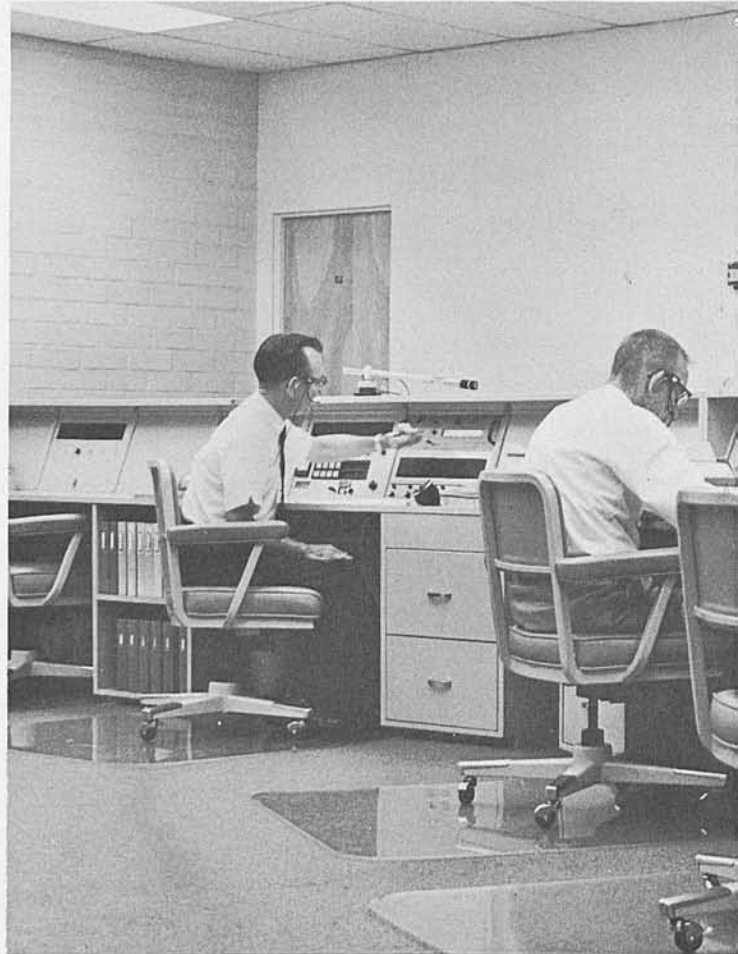
These are the men of the RTD Radio Dispatch Center, a facility as modern as any airport control tower. Only here the concentration is on ground congestion.

With two-way radios in every supervisor's car, in special agent's vehicles and in field maintenance units, the communications job is tremendous.

And it's becoming more enormous thanks to RTD's "Sam" and "Emma."

"Sam" is Signal Alarm Module. "Emma" is Emergency Message Alert. Combined, they've helped keep the on-time performance record intact while serving as an aid in the event of bus robberies.

Emma is a two-way radio unit in use on RTD buses, complementing the radio units installed in service units to better aid RTD's 193 million annual passengers.



Signal Alarm Module, RTD's Sam Spade, produces positive identification of the vehicle, whether for normal transmission or for crime emergencies, when a hidden switch may be tripped. Either action lights a board at the Radio Dispatch Center.

On the board appear the bus number, the line number, and the specific bus run. The signal remains until cleared. And an electronic printout provides a permanent record of the transaction as well as a printed record of the time of the call.

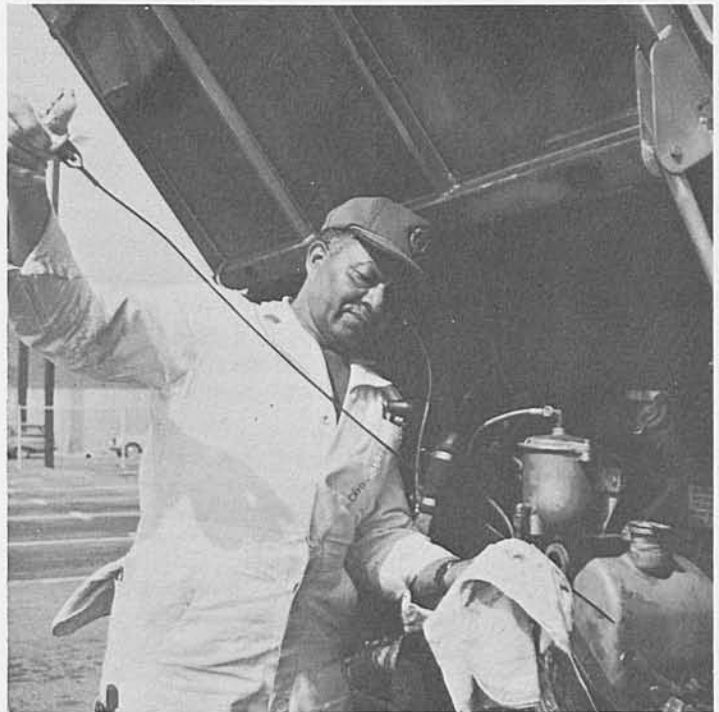
RTD's general manager, Samuel B. Nelson, cites advantages of the two-way radios and silent alarms beyond the obvious ability to instantly alert law enforcement officials of public transit holdups and other emergencies:

- Daily bus service can be maintained at peak efficiency with two-way radios by enabling RTD Dispatch Center to immediately alert bus operators of freeway sigalerts, surface street traffic jams, fires and other potential schedule-upsetting situations.





Alexander Ward checks Bus 5937's oil, one of many checks made daily at all operating divisions.



NCY



The flag alerts all oncoming operators to take the next off ramp and use a predetermined alternate route. Flags are also utilized at freeway entrances as a warning for RTD operators to travel only surface streets.

The supervisors can and do assist the operator in many other operation problems that may occur. For example, whenever an RTD bus is delayed—and mechanical failures can occur—supervisors, aided by Radio Dispatch, alert an expert mechanic who speeds to the scene to get the bus on the move in a matter of minutes.

A bus's day begins and ends at one of RTD's 11 Divisions spread throughout the area.

And then preparation for the next day's trips—that find RTD buses covering 180,000 miles (56,000,000 annually) in the four counties—commences.

The buses are lined up at fueling islands—there are usually nine at each Division—where the diesel product is stored.

After the tanks are filled and the oil and water checked, operation "big sweep" begins.

Each bus is pulled up to a huge vacuum cleaner. Similar to aircraft-loading facilities, the vacuum houses an extension which, when automatically triggered, completely envelops the front door of the bus.

An air hose is pulled into the bus from the rear and all debris is sucked out the front door.

A king-size shower comes next as the bus is driven through an automatic wash rack—RTD's own "Transit Falls."

Out it comes, ready to meet commuters. And they board each day at 17,846 stops, in 180 cities and communities, on 121 RTD lines.

It's this kind of transit professionalism that keeps Bus 5937, and its 1,510 sister buses, and the entire operation going.

- Operators can alert police and firemen of sudden emergencies along their route.

- Passengers losing articles can locate their items more readily.

RTD officials note that the 93 per cent on-time performance record would be even higher were it not for the delays caused in handling fare transactions.

The District is confident these delays will be minimized with the new Exact Fare Program now in operation.

This program should virtually eliminate the public transit holdup by the use of locked fare boxes which require passengers to have the exact fare, tickets, tokens or monthly passes. The operators simply won't have any available cash.

RTD's supervisors are the men who back up Radio Dispatch. When traffic on a freeway becomes congested, a supervisor—alerted by Radio Dispatch—heads for the closest bus stop, and posts a yellow flag in easy view of the bus drivers.

## WANTED: TRANSIT SCRIBES

In looking through this magazine did you notice it didn't have a formal name? On page 2 there's a special announcement regarding a contest to name this magazine. You may recall the names TWO BELLS and THE EMBLEM—well, maybe the new name will be the one you thought of.

To trainmen throughout the country two bells meant "go ahead." It meant cooperation between employees.

Such is the spirit intended for this publication. Even though the transit bells are stilled now, stilled by progress, the spirit of the bells lives, and is evident in every one of you.

Because this is a magazine about you and the organization you work for, it will tell your story, simply and accurately. You are its public—it will serve you.



To do this I will be going throughout the District gathering news. However, a publication such as ours needs contributors—employees who write for their magazine. It needs many eyes and ears—you could be them. This is an excellent opportunity for those of you who like to write. It is surprising how many of our employees don't really know what's happening in RTD outside their own shop or office. We want to bridge that gap.

Our General Manager, realizing the need of better informed employees, has started a special column in which he'll pass on information from RTD Board Meetings. And, he'll discuss other news of interest and concern to all of us. His column appears on page 3.

If you'd like to send me material for publication or give me a story lead, I'm at our downtown offices at 1060 South Broadway, Room 500. My phone number is 749-6977, Extension 431, if you'd rather call.



Amid horns, bells and sirens, we toasted 1969 into history and a new year in.

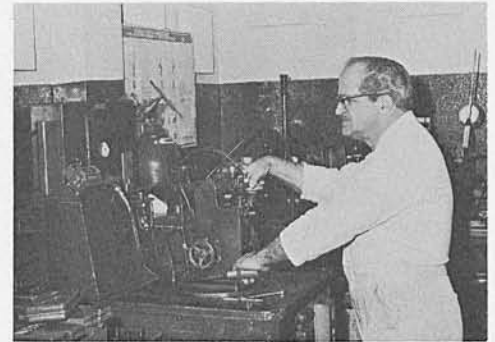
Probably the most historical event of last year was Neil Armstrong's walk on the moon—the good old USA was first.

Within our own organization among the important events taking place during the year were: Exact Fare, probably the most difficult undertaking in local transit history with the conversion of RTD's fare collection program; historic legislation occurred when Assembly Bill 2136, authored by Assemblyman Frank Lanterman, was signed into law enabling our Board of Directors to levy a ½¢ sales tax for six months starting in July of this year; and A FIRST FOR US—a proposed Exclusive Express Busway. Off the drawing board and awaiting only finalization of funding arrangements. This Busway will demonstrate transit capabilities that could well be the stepping stone to a rapid transit system in Southern California. A special feature on this Busway is on pages 4, 5 and 11.

For myself, 1969 was quite eventful. I joined RTD as editor of this magazine and was graced with a new addition to my family. I am glad to be aboard and I hope to meet as many of you as possible.

**Bill Reason, Editor**

## MEET THE PEOPLE WHO DO THINGS!



Tony Nunes and his associates at RTD's South Park shops have been instrumental in assuring RTD buses operate smoother, have longer life and are responsible for less than 4/10,000 of motor-vehicle caused air pollution—thereby keeping the cost of fuel consumption per mile very low.

Tony, and the late Walter Powell, got together after the District purchased a machine used to demonstrate the operation of a fuel injector. They modified the machine until it was able to calibrate the fuel output of injectors to factory recommended specifications. It was the only machine of its kind outside the GMC factory. Other transit companies quickly recognized the importance of such a machine and either bought or built one of their own.

Tony has been with the District since 1945 and has worked with fuel injectors since 1950. In 1953 he installed the dynamometer unit within the South Park shops where the horsepower output and fuel consumption of diesel engines could be studied.

## SAM NELSON TO HEAD ACME DRIVE

RTD's General Manager Sam Nelson, has been asked to chair the 1970 drive for new members and increased member participation in RTD's Associated Charities, Management-Employees program (ACME).

Heartily endorsing employee participation through payroll deduction, Mr. Nelson said that RTD employees can, if they so desire, designate their deduction to their favorite charity or charities and have twelve months in which to fulfill any pledge.

"Each of us," Nelson went on to say, "has an obligation to recognized charitable organizations which depend upon us for good work to the needy. Now, this is an opportunity to fulfill that obligation."

The first step toward development of an effective, area-wide rapid transit system for the Los Angeles area may become a reality during 1970. We are developing detailed plans for an Exclusive Express Busway to be built in the San Gabriel Valley Corridor between El Monte and Los Angeles, with preliminary design work already underway.

Working closely with us in developing the Busway are the State Division of Highways, the federal government's Bureau of Public Roads and Urban Mass Transit Administration and the Southern Pacific Company.

District employees will benefit from the Busway construction because of new employment opportunities.

At least 100 new buses will be required to provide the Busway service.

The Busway is proposed for the center and alongside the San Bernardino Freeway, and will commence at Santa Anita Avenue in El Monte and extend for 11 miles to Mission Road in Los Angeles.

Buses would enter and leave the Busway at each end and via special ramps at San Gabriel Boulevard in Rosemead and Palm Avenue in Alhambra.

The easterly terminal will be adjacent to Division 9, where there will be parking space for about 1,400 cars. Another 650 car Park 'n Ride station will be at San Gabriel Boulevard. "On-line" stations are contemplated at California State College at Los Angeles and Los Angeles County-USC Medical Center.

From Mission Road in Los Angeles, the buses would leave the Busway and proceed up an "on-ramp" to the San Bernardino Freeway and across the Los Angeles River, exiting the freeway via the off ramps to Alameda Street at the Union Station. They would then proceed along Spring Street down to First Street, across to Olive Street, then south to Seventh Street and west to Union

Avenue (where about half the buses will be stored during the day).

Proceeding north, the Flyers will proceed to Wilshire Boulevard and go west to the existing RTD terminal area at Wilton Place, just beyond Western Avenue.

Interurban lines will feed into the RTD-Greyhound Terminal at Sixth and Los Angeles Streets, as they are presently doing.

The trip to First and Spring Streets from El Monte will be completed in 18 minutes, as opposed to the present 35 to 40-minute peak-hour automobile trip on the San Bernardino Freeway today.

By 1972 Busway Flyers will be carrying 17,000 comfortably seated passengers in buses speeding along on their exclusive lanes at 60 miles an hour. Bypassing four lanes of commuters' automobiles crawling along at 20 to 25 miles per hour.

"It is hoped the shock will be too much — that it will be so illuminating that residents will demand more of the same and end up supporting an area-wide rapid transit proposal," RTD General Manager Samuel B. Nelson stated.

More than 4,000 persons an hour are expected to ride the buses during peak hours, service being contemplated every 45 seconds.

Of even further significance is the indication that some 3,000 to 4,000 of the passengers are expected to travel through the Civic Center and Central Business District and out the Wilshire Corridor to Western Avenue every business day. There are some 50 major office buildings located there, with more under construction.

While 4,000 Busway passengers are expected hourly in the heavy direction during peak hours, as many as 6,000 hourly passengers, the equivalent of three freeway lanes, could be accommodated by scheduling the Flyers every half-minute. With proper collection and distribution at each end of the Busway, and using both lanes in the peak direction, this figure could be doubled.

The Busway is expected to provide the opportunity to undertake a wide range of demonstrations, many of them during actual operation.

For example, we will be able to evaluate new methods of handling passenger flow, at the same time, testing the effectiveness of new bus feeder and trunk line concepts.

The District can also test new methods of bus propulsion, speed control, communications, safety features, fare collection, equipment and new transit modes.

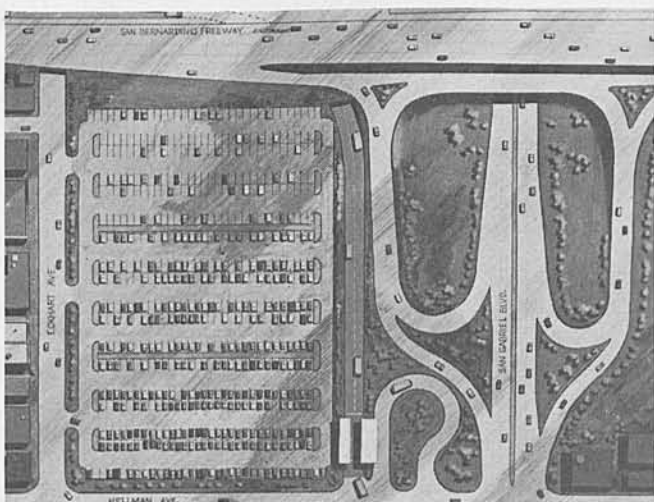
Many community leaders are confident the Busway demonstration will show that bus rapid transit has a definite place in the overall public transportation picture. And, that such service can attract a significant number of commuters from their private automobiles.

In addition, it will permit the initiation of high-speed bus service within the District at the earliest possible date.

The estimated capital cost of the Busway is \$36 million. The agencies involved are now in the process of determining the proportionate cost allocations.

It is our understanding that should the Federal Highway Administration's Bureau of Public Roads give its approval to the project, additional monies for the Busway project would be provided the State. This allocation would be over and above the normal allocation to California of interstate highway funds.

Construction of the Busway would also provide a facility, at a low initial cost, which is consistent with the design and alignment of all future rapid transit development, and which may be converted to a high-volume, high-speed transit system.



A 450 car park 'n ride facility will be constructed on San Gabriel Boulevard just south of the San Bernardino Freeway as part of RTD's exclusive express busway. The facility will enable commuters to leave their cars and proceed to Los Angeles, bypassing congested freeways and surface streets. Interurban buses will also enter the Busway here and proceed to Los Angeles. In the evening they will use the San Gabriel Boulevard off ramp to service outlying communities and return commuters to the park 'n ride facility.

## SEVENTY EMPLOYEES RETIRED DURING 1969!

### ERNEST A. ABBOTT

Operator, Division 3  
Emp. 10-9-33 / RETIRED: 6-1-69

### HOWARD L. AHRENS

Mechanic "A", Division 5  
Emp. 6-20-35 / RETIRED: 6-1-69

### ISABEL K. ASH

Information Clerk  
Emp. 10-6-43 / RETIRED: 6-1-69

### ARCHIE AUSLENDER

Trafficman, Division 16  
Emp. 1-10-34 / RETIRED: 6-1-69

### WALTER G. BALDWIN

Union Representative  
Emp. 11-16-28 / RETIRED: 3-1-69

### RANSOM A. BIGGS

Operator, Division 7  
Emp. 12-3-42 / RETIRED: 6-1-69

### VICTOR E. BISHOP

Mechanic "A", Division 14  
Emp. 1-21-41 / RETIRED: 6-1-69

### WILLIAM W. BITTERS

Operator, Division 10  
Emp. 5-29-34 / RETIRED: 6-1-69

### ROBERT A. BOWMAN

Operator, Division 12  
Emp. 1-5-45 / RETIRED: 6-1-69

### WELDON M. BROWN

Industrial Relations  
Emp. 2-17-36 / RETIRED: 6-1-69

### GERALD V. CAMERON

Mechanic "A", Division 14  
Emp. 8-10-42 / RETIRED: 6-1-69

### LONNIE A. CAMPBELL

Chief Clerk, Transportation Department  
Emp. 4-22-27 / RETIRED: 5-1-69

### KENNETH H. CAUFIELD

Operator, Division 9  
Emp. 9-5-45 / RETIRED: 6-1-69

### CLYDE B. CLARY

Industrial Relations  
Emp. 10-20-22 / RETIRED: 6-1-69

### CHARLES C. CUPP

Operator, Division 4  
Emp. 1-31-28 / RETIRED: 6-1-69

### FRANK T. DEBAUN

Storekeeper  
Emp. 4-1-37 / RETIRED: 6-1-69

### GUY B. DOSSEY

Supervisor, Transportation Department  
Emp. 6-19-32 / RETIRED: 6-1-69

### JAMES M. EHL

Operator, Division 8  
Emp. 2-9-26 / RETIRED: 10-1-69

### LULA EPP

Operator, Division 12  
Emp. 4-17-43 / RETIRED: 6-1-69

### HARVEY EVANS

Operator, Division 7  
Emp. 10-15-27 / RETIRED: 6-1-69

### WILLIAM P. FARRELL

Supervisor, Transportation Department  
Emp. 9-15-34 / RETIRED: 6-1-69

### WILLIAM G. FIELD

Shop Clerk,  
Maintenance & Equipment Department  
Emp. 2-5-41 / RETIRED: 6-1-69

### RAYMOND H. FREIBURGER

Mechanic Leadman, Division 6  
Emp. 10-9-44 / RETIRED: 6-1-69

### CLARENCE M. GARRETT

Mechanic 1st Class, Division 9  
Emp. 11-15-23 / RETIRED: 11-1-69

### DWIGHT GLADWELL

Industrial Relations  
Emp. 12-8-51 / RETIRED: 6-1-69

### ALTON D. GROSSHOLZ

Industrial Relations  
Emp. 2-21-36 / RETIRED: 6-1-69

### MILO F. GUINN

Supervisor, Transportation Department  
Emp. 5-27-27 / RETIRED: 6-1-69

### JOHNNIE GUY

Mechanic 1st Class, Division 14  
Emp. 12-15-43 / RETIRED: 9-1-69

### JOHN A. HABERBERGER

Mechanic 1st Class, Division 14  
Emp. 10-1-45 / RETIRED: 6-1-69

### BENJAMIN HARTSELL

Assistant Supervisor of Schedules  
Emp. 9-7-29 / RETIRED: 6-1-69

### ALBERT T. HEINZ

Operator, Division 18  
Emp. 10-11-33 / RETIRED: 6-1-69

### HOWARD C. HIMEBAUGH

Operator, Division 18  
Emp. 8-4-43 / RETIRED: 6-1-69

### DANIEL T. HOPKINS

Operator, Division 9  
Emp. 4-15-52 / RETIRED: 6-1-69

### LEROY LAHUE

Operator, Division 9  
Emp. 8-15-41 / RETIRED: 6-1-69

### RALPH LATHROP

Mechanic "A", Division 14  
Emp. 12-1-26 / RETIRED: 6-1-69

### ASHLEY B. MARSHALL

Division Clerk, Division 6  
Emp. 7-8-31 / RETIRED: 8-1-69

**HENRY W. MONROE**  
Industrial  
Relations Field Representative  
Emp. 8-29-29 / RETIRED: 6-1-69

**ANATASIO OROZCO**  
Mechanic "B", Division 5  
Emp. 9-9-42 / RETIRED: 6-1-69

**THEODORE PHILLIPS**  
Division Clerk, Division 9  
Emp. 12-3-34 / RETIRED: 6-1-69

**JOHN T. POOL**  
Operator, Division 12  
Emp. 3-4-42 / RETIRED: 6-1-69

**HOBERT W. ROBINSON**  
Mechanic "A" Leadman, Division 2  
Emp. 9-30-43 / RETIRED: 6-1-69

**PAUL SCHAPIRO**  
Operator, Division 8  
Emp. 6-5-45 / RETIRED: 5-1-69

**FREDERIC J. SHAW**  
Mechanic "A", Division 14  
Emp. 10-23-33 / RETIRED: 6-1-69

**VICTOR L. SIMMONS**  
Dispatcher, Transportation Department  
Emp. 5-30-37 / RETIRED: 6-1-69

**J. REED SKIDMORE**  
Division Clerk, Division 1  
Emp. 3-2-45 / RETIRED: 7-1-69

**MARTIN J. SMITH**  
Industrial Relations  
Emp. 9-24-35 / RETIRED: 6-1-69

**JOHN J. STARZ**  
Operator, Division 18  
Emp. 1-2-46 / RETIRED: 10-1-69

**IVAN H. STEWART**  
Operator, Division 4  
Emp. 1-7-30 / RETIRED: 6-1-69

**KARL T. STOCK**  
Operator, Division 8  
Emp. 1-22-46 / RETIRED: 5-1-69

**MARK D. SWERDFEGER**  
Schedule Maker II  
Emp. 11-1-29 / RETIRED: 10-1-69

**CARL F. THUN**  
Foreman 1,  
Maintenance & Equipment Department  
Emp. 1-16-23 / RETIRED: 6-1-69

**ALVIN C. TIEMAN**  
Division Manager, Division 6  
Emp. 3-9-27 / RETIRED: 7-1-69

**CLIFTON C. TOWNSEND**  
Operator, Division 9  
Emp. 6-2-44 / RETIRED: 6-1-69

**CECIL A. WOODS**  
Supervisor, Transportation Department  
Emp. 3-26-46 / RETIRED: 4-1-69

**TONY J. ZITO**  
Operator, Division 6  
Emp. 2-2-45 / RETIRED: 6-1-69

## DISABILITY RETIREMENTS

**WILLIAM K. BARHAM**  
Operator, Division 9  
Emp. 7-2-43 / RETIRED: 11-1-69

**FRANK L. CHAROLLA**  
Mechanic "A" Leadman, Division 9  
Emp. 6-18-47 / RETIRED: 3-1-69

**WILLIAM K. ERDMAN**  
Operator, Division 2  
Emp. 11-22-43 / RETIRED: 11-1-69

**SAMUEL P. FINLEY**  
Operator, Division 2  
Emp. 2-7-46 / RETIRED: 11-1-69

**FRANCIS E. HADSELL**  
Mechanic "A", Division 2  
Emp. 6-16-51 / RETIRED: 6-1-69

**JAMES C. HEFFINGTON**  
Mechanic "A", Property Maintenance  
Emp. 5-2-27 / RETIRED: 10-1-69

**EDWARD J. HOWELLS**  
Mechanic "A", Division 14  
Emp. 6-19-35 / RETIRED: 11-1-69

**CLIFF LAMB**  
Operator, Division 12  
Emp. 7-25-44 / RETIRED: 6-1-69

**MARTIN W. McBRAYER**  
Operator, Division 9  
Emp. 4-15-43 / RETIRED: 12-1-69

**THOMAS R. MORAN**  
Operator, Division 10  
Emp. 10-14-39 / RETIRED: 8-1-69

**FRED W. MULLER**  
Operator, Division 9  
Emp. 10-19-42 / RETIRED: 10-1-69

**JOSEPH L. NEANDER**  
Operator, Division 9  
Emp. 10-14-48 / RETIRED: 7-1-69

**FREDERICK N. POLLOCK**  
Operator, Division 9  
Emp. 9-12-45 / RETIRED: 11-1-69

**LOUIS N. SQUIRES**  
Operator, Division 6  
Emp. 8-3-45 / RETIRED: 6-1-69

**HARRY E. TIERNEY**  
Regular Loader, Division 21  
Emp. 10-25-28 / RETIRED: 12-1-69



January



February



March



# OPERATOR



April



May



June



July



August



September

On these pages, shown with Transit District Directors, are the 12 public transportation professionals honored during 1969 as Operators of the Month.

From the numerous letters of commendation received by the District each month, the most outstanding are reviewed by a "courtesy jury" of chamber of commerce or civic leaders.

Each month's winning operator is introduced at a District Board of Directors meeting and receives a plaque, along with a check for \$50.

Publicity for the event includes newspaper stories and the posting of a car card, showing the operator receiving his award plaque. The car card is displayed in buses operating out of his division.

The 1969 RTD Operators of the Month are shown with the District Directors who presented the awards.



October

# of the MONTH AWARD

## COURTESY EXPERTS

**January:** CLARENCE G. HAUCK,  
Division 7 and Director DAVID K. HAYWARD.

**February:** KENNETH T. HICKS,  
Division 6 and Director HERBERT H. KRAUCH.

**March:** PAUL E. JOHNSON,  
Division 2 and Director DON C. McMILLAN.

**April:** FRED W. KOENIG,  
Division 9 and Director MICHAEL E. MACKE.

**May:** ENCARNACION V. SANTOS,  
Division 1 and Director LEONARD S. GLECKMAN.

**June:** WILLIAM K. HOLSBERRY,  
Division 12 and Director DAVID K. HAYWARD.

**July:** HOYT A. BROWN,  
Division 2 and Director DOUGLAS A. NEWCOMB.

**August:** ELMER E. HOOVER,  
Division 4 and Director THOMAS G. NEUSOM.

**September:** PAUL D. SCHMIDT,  
Division 5 and Director DAVID K. HAYWARD.

**October:** FRANK A. PAYROW,  
Division 2 and Director CHARLES E. COMPTON.

**November:** CLIFFORD F. QUERL,  
Division 9 and Director LEONARD S. GLECKMAN.

**December:** MOE N. LEVINE,  
Division 2 and Director CHARLES E. COMPTON.



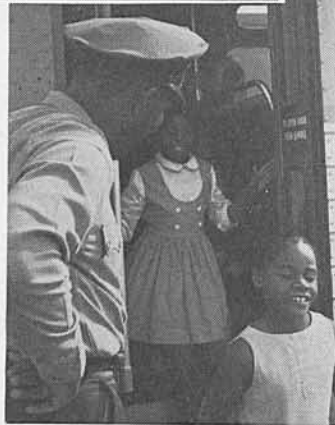
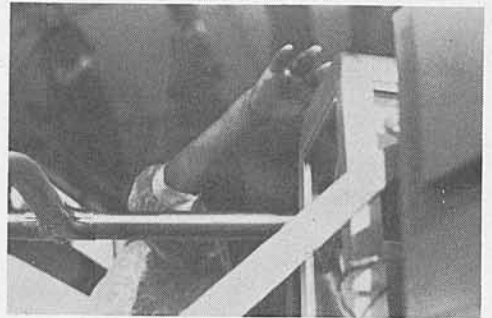
November



December

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

U.S. POSTAGE  
**paid**  
BULK RATE  
Los Angeles, Calif.  
Permit No. 28201



## Goes to School

Youngsters from Los Angeles' Parmelee Elementary School, many for the first time, get acquainted with RTD and find that bus riding can be both fun and educational.