

EMPLOYEE
MAGAZINE



JULY-AUGUST 1970

SERIES 40-45

General Manager's Report



Samuel B. Nelson

Since our last employee magazine, I have decided to resign as general manager and return to private engineering consulting effective October 4.

The next issue of your employee magazine will be at the printer when I officially resign so I would like to take this opportunity to say it has been a privilege working with all of you and I think we've done some pretty outstanding things together in keeping RTD the finest bus service in the country.

In line with this, the District has received a federal grant to assist us in the purchasing of 200 new buses.

The members of the Board and I are pleased that our professional operators, the best trained in the nation, will continue to be provided with modern, air-conditioned equipment. As you know, our eventual goal is for an all air-conditioned fleet.

We hope this federal allocation will be the forerunner for approval of other applications such as the Exclusive Express Busway now pending in Washington so we can continue our efforts to improve and expand the public transit service available to Southern California.

As we approached the summer months the retirement list came out and it was a little larger this year—possibly because of the new ruling regarding retirements.

Among those retiring was Bill Scholl, our Director of

Industrial Relations. Bill has been in public transportation almost 45 years and his expertise will be sorely missed.

I'd like to thank all of you who retired for the many years you devoted to the transportation business. I hope the coming years of retirement will be the greatest years you've ever spent. You have made many important contributions to the fine bus system we now have in operation.

Through the retirements we have had a number of promotions. John Wilkens is our new Director of Industrial Relations. John Johnston has taken over Wilkens' post as Assistant General Superintendent of Transportation under Max Rise. There were many others, triggered by the retirement of Bill Scholl. Each was filled by employees working for RTD. As is our policy in most cases, we did not go out of house to fill the vacancies.

This, I believe, is a strong employee benefit. Hard work pays off in RTD—your promotion possibilities are outstanding. Never let yourself become stagnated by your job—there are opportunities to improve—some operational, like our new mechanic school—others are being planned.

The chances are here—but they have to be earned—and you can do it.

RTD EMPLOYEE MAGAZINE

In This Issue

General Manager's Report... 2
Sam Nelson Resigns ... 4
One-Way Streets Aid Downtown Bus Flow... 4
RTD Customer Service Center... 6
RTD Opens New School For Mechanically
Inclined Utility Men... 8
News Briefs... 10
Division News... 11
Retirements... 12
Promotions... 14
Courtesy Honorees... 15
Deaths... 15

RTD Directors

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THOMAS G. NEUSOM, Vice President
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Charles E. Compton
David K. Hayward
A. J. Eyraud, Jr.
Leonard S. Gleckman
Michael E. Macke
Don C. McMillan
Douglas A. Newcomb
Norman Topping
Virginia Rees, Secretary

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General Manager
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Assistant General Manager For Engineering
JACK R. GILSTRAP
Assistant General Manager For Rapid Transit Development
GEORGE F. GOEHLER
Assistant General Manager For Operations
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MILTON McKAY
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RICHARD L. MANNING
Director of Public Information
WILLIAM A. REASON
Editor
ALBERT L. SEGAL
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Page 4



Page 6



Page 8



Page 12

"It Has Been A Privilege To Have Worked With You"

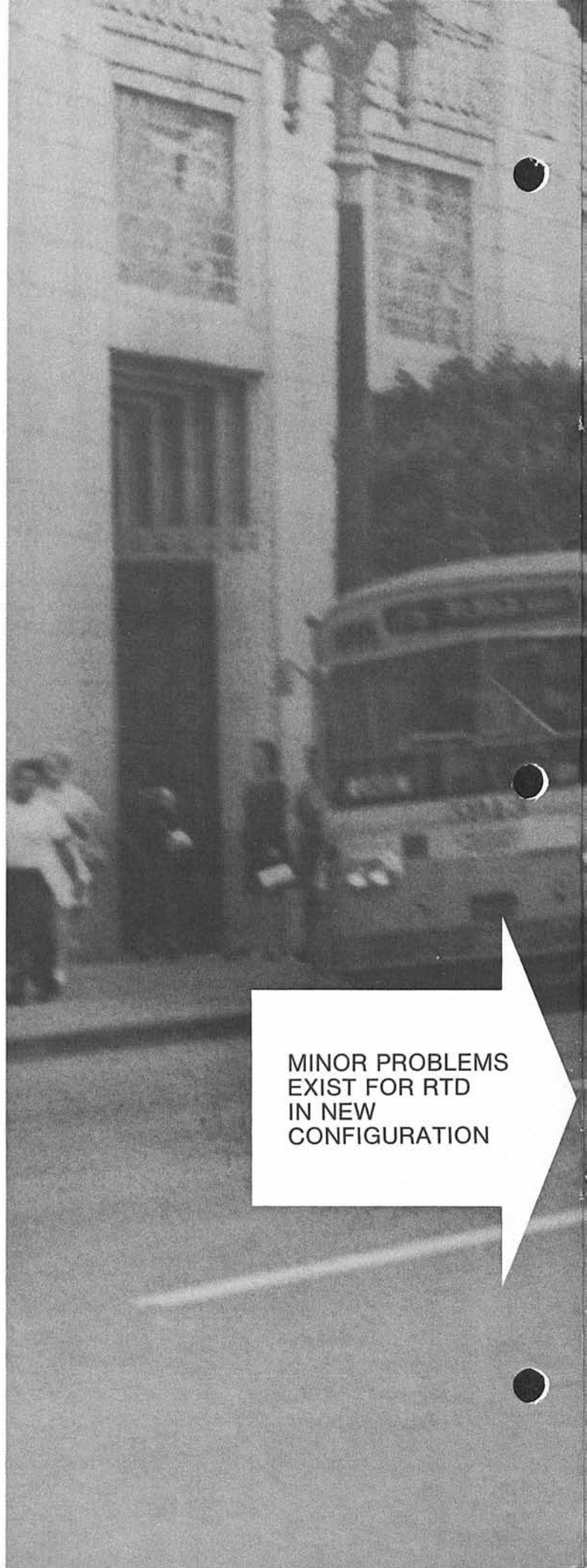
SAMUEL B. NELSON RESIGNS
AS RTD'S GENERAL MANAGER

The Board of Directors of RTD, after an executive session on personnel matters, announced it had accepted the resignation of Samuel B. Nelson as RTD's general manager, effective October 4, 1970.

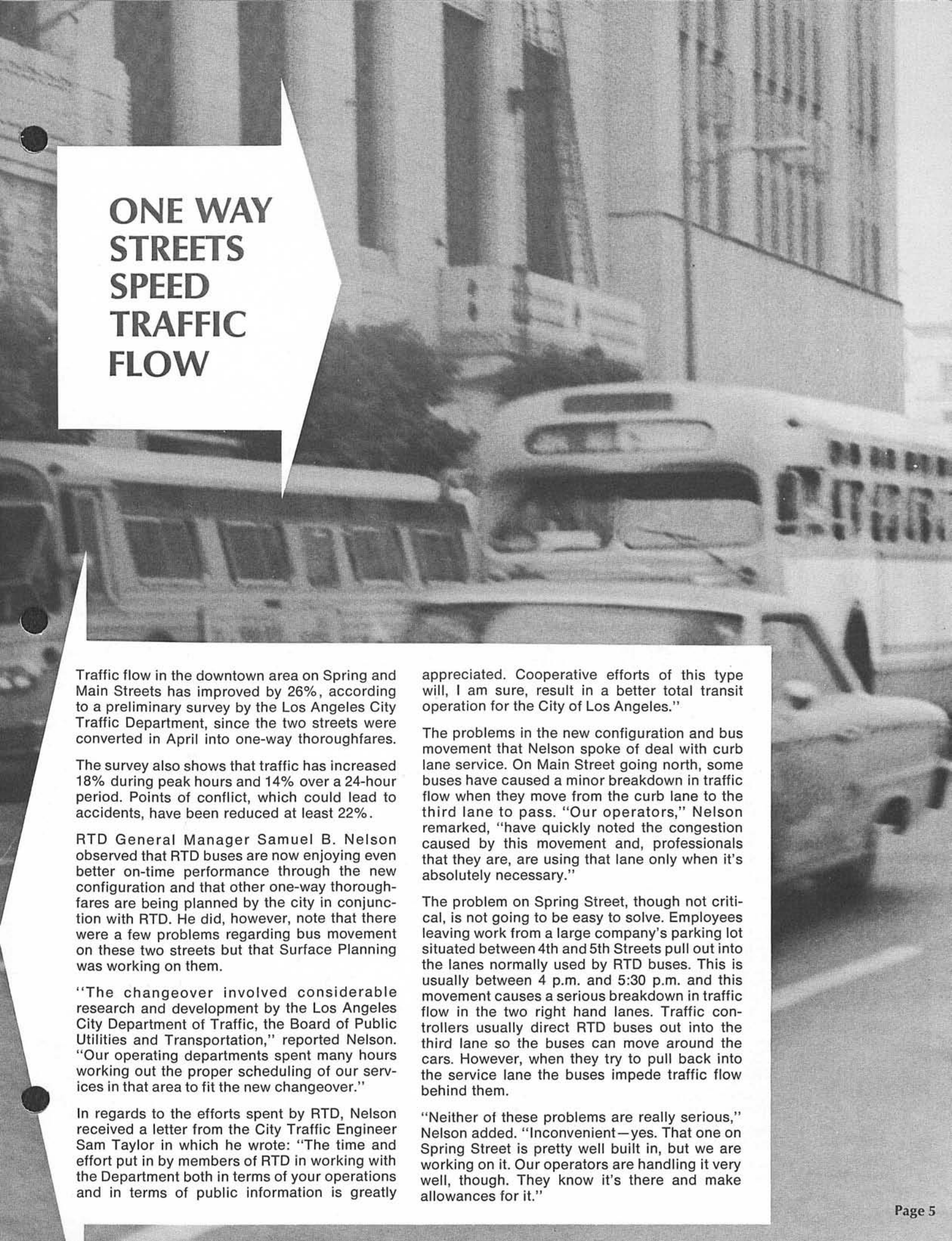
The Board, on August 4, also voted unanimously to appoint Jack Gilstrap, assistant general manager in charge of rapid transit development, to assume the position of general manager starting October 5, 1970.

Mr. Nelson's letter of resignation read: "This is to advise you (President Herbert H. Krauch and members of the Board) that I plan to resign as general manager of the Southern California Rapid Transit District effective October 4, 1970. I plan to return to private engineering consulting practice at that time. We have made substantial progress in the past two years in solving the public transportation needs of the District. It has been a privilege to have worked with you and the 3,800 employees of the District."

President Krauch stated, in connection with Mr. Nelson's resignation, "Mr. Samuel B. Nelson has served the District well and has devoted all his energies to improving our present mode of transportation—the bus system—by initiating projects that will hopefully lead to a mass rapid transit system for the greater Los Angeles metropolitan area.



MINOR PROBLEMS
EXIST FOR RTD
IN NEW
CONFIGURATION



ONE WAY STREETS SPEED TRAFFIC FLOW

Traffic flow in the downtown area on Spring and Main Streets has improved by 26%, according to a preliminary survey by the Los Angeles City Traffic Department, since the two streets were converted in April into one-way thoroughfares.

The survey also shows that traffic has increased 18% during peak hours and 14% over a 24-hour period. Points of conflict, which could lead to accidents, have been reduced at least 22%.

RTD General Manager Samuel B. Nelson observed that RTD buses are now enjoying even better on-time performance through the new configuration and that other one-way thoroughfares are being planned by the city in conjunction with RTD. He did, however, note that there were a few problems regarding bus movement on these two streets but that Surface Planning was working on them.

"The changeover involved considerable research and development by the Los Angeles City Department of Traffic, the Board of Public Utilities and Transportation," reported Nelson. "Our operating departments spent many hours working out the proper scheduling of our services in that area to fit the new changeover."

In regards to the efforts spent by RTD, Nelson received a letter from the City Traffic Engineer Sam Taylor in which he wrote: "The time and effort put in by members of RTD in working with the Department both in terms of your operations and in terms of public information is greatly

appreciated. Cooperative efforts of this type will, I am sure, result in a better total transit operation for the City of Los Angeles."

The problems in the new configuration and bus movement that Nelson spoke of deal with curb lane service. On Main Street going north, some buses have caused a minor breakdown in traffic flow when they move from the curb lane to the third lane to pass. "Our operators," Nelson remarked, "have quickly noted the congestion caused by this movement and, professionals that they are, are using that lane only when it's absolutely necessary."

The problem on Spring Street, though not critical, is not going to be easy to solve. Employees leaving work from a large company's parking lot situated between 4th and 5th Streets pull out into the lanes normally used by RTD buses. This is usually between 4 p.m. and 5:30 p.m. and this movement causes a serious breakdown in traffic flow in the two right hand lanes. Traffic controllers usually direct RTD buses out into the third lane so the buses can move around the cars. However, when they try to pull back into the service lane the buses impede traffic flow behind them.

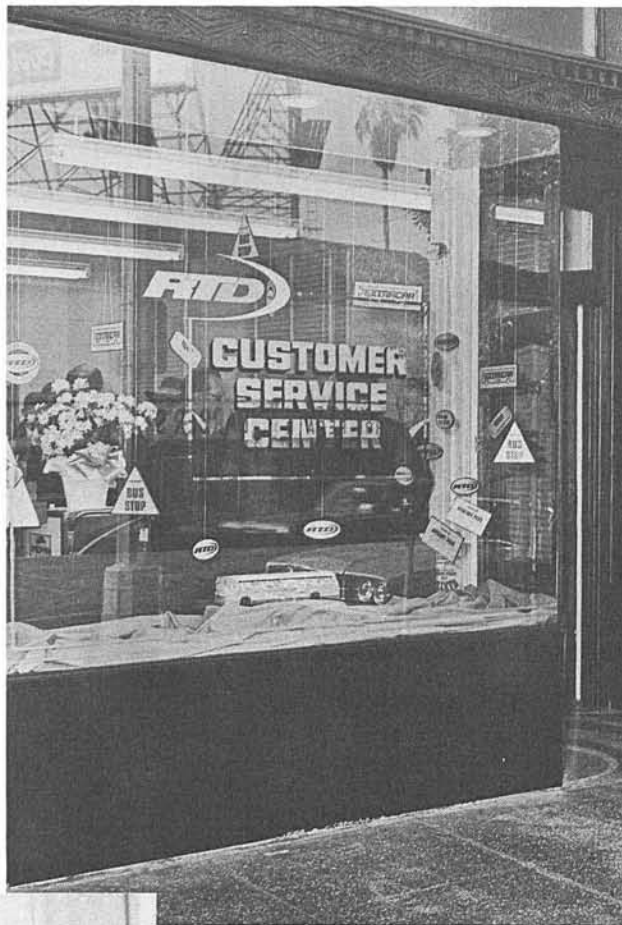
"Neither of these problems are really serious," Nelson added. "Inconvenient—yes. That one on Spring Street is pretty well built in, but we are working on it. Our operators are handling it very well, though. They know it's there and make allowances for it."



CUSTOMER

"PREPAID FARES MAKE EXACT FARE REQUIREMENTS EASY"

RTD OPENS NEW TICKET OFFICE IN HOLLYWOOD



Our customers in the Hollywood area now have a new Customer Service Center to help them obtain prepaid fares.

The new Center, located right next door to the Pantages Theater, is open Monday through Saturday 10 a.m. to 6 p.m. for the sale of monthly passes, tickets and tokens. The office also provides schedules and route information concerning the District's four-county operation.

Sales for the first month's operation at the new Hollywood office were \$33,732.50, an increase of \$5,000 over the previous high month at the former Hollywood Citizen News Agency.

Government, business and civic leaders participated in the grand opening of the new ticket office with Los Angeles County Supervisor Ernest E. Debs as guest of honor.

On hand with Supervisor Debs were: Robert Selig, executive assistant to the president of Pacific Theaters; George F. Goehler, RTD assistant general manager for Operations; Charlotte Baugh, administrator of the Hollywood Visitors & Convention Bureau; Claire Grimes, executive vice president of the Hollywood Chamber of Commerce; Pat Moore, Hollywood Bowl supervisor of operations; and veteran newscaster Charles Arlington of KFWB.

A special cake commemorating the occasion was cut by RTD President Herbert H. Krauch with the assistance of Anita Allen, Transit District secretary, and Isabel Boniface, the Hollywood Princess of the Month.

Highlight of the occasion was the appearance of Eddie Le Veque, one of the original Keystone Kops, who thrilled young and old with Keystone "antics." Eddie was accompanied by his sidekick, Jay Colonna. Both "Kops" handed out flyers announcing the grand opening of the new ticket office and for the kiddies—balloons.

A modern version of the "Kops" is currently being used during RTD's promotion of ExtraCAR riding.



KFWB's Charley Arlington interviews Los Angeles Supervisor Ernest E. Debs during opening ceremonies of RTD's new Hollywood Customer Service Center.

SERVICE CENTER



Transit District secretary Anita Allen (left) and Hollywood Princess of the Month Isabel Boniface (right) assist RTD President Herbert H. Krauch (center) to cut the commemorative cake at the grand opening of the new ticket office.



Eddie LeVeque, original Keystone Kop, spotlights RTD's new ticket office Hollywood.



RTD President Herbert H. Krauch shows Pat Moore, Hollywood Bowl supervisor, a flyer used to announce the opening of the new Center.



OPENS NEW SCHOOL

FOR MECHANICALLY INCLINED UTILITY MEN

A training program designed to offer promotional opportunities for mechanically inclined RTD utilitymen is currently underway at the District's South Park maintenance facility.

Special classes aimed at producing new mechanics are meeting Tuesday and Thursdays in the old fare box maintenance area.

The approximately twenty men currently enrolled in the classes, which meet from 6 p.m. to 9 p.m., are interested in learning a trade which offers greater opportunity — interested enough, that they are attending the classes after work.

A preliminary meeting was held June 11 with the first class starting June 23. Each man was given a battery of tests to determine what subject areas the class should be devoted to.

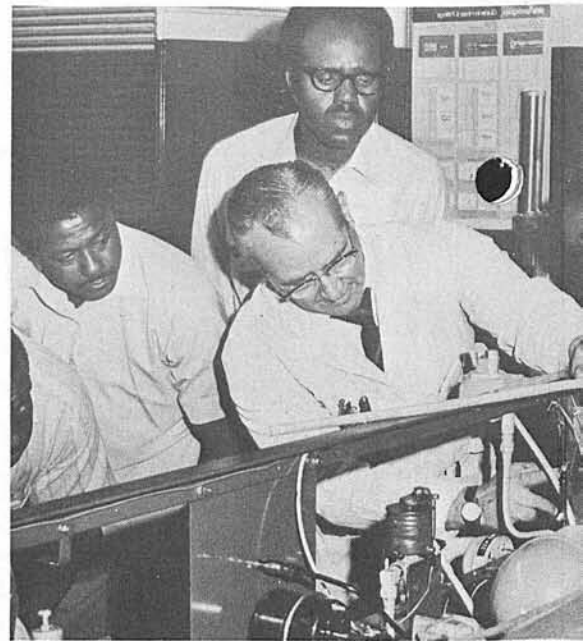
Instructor of the 20-week course is South Park Foreman Frederick J. Klett. He will be assisted during that time by visiting staff personnel and off-property experts in various fields of automotive and bus maintenance.

Instruction includes basic theory in mechanics, applied physics, arithmetic and electricity, as applied to motor vehicles. Discussion of hardware, nuts, bolts and tools, as well as safety practices and shop procedures is included in the curriculum.

Audio-visual aids, training films, illustrations, mockups, engines, various components and parts are all being used in the classroom. In addition, maintenance manuals have been handed out for classroom and home study.

Twenty-nine different subjects are included in the course — subjects required of a new mechanic assisting in the maintenance of RTD's vast bus fleet.

These subjects include the front and rear axle, general construction of the bus and the operation of such things as the doors, windshield wipers, headsigns and safety equipment. Safety precautions in the shop and on road work will be taught, such as care in moving and jacking up coaches, safety stands and wheel chocks, precautions used when welding and cutting equipment, caution in the use of cleaning fluids and fuels, and the use of personal safety equipment such as goggles and gloves.



They will work with the bus brakes, clutches, cooling systems, steering mechanisms and transmissions, as well as the hubs, wheels and tires. Knowledge of the purpose and function of air suspension, the propeller shafts, pneumatics, leverage, hydraulics, fuel system, electrical system and general lubrication of all bus parts is required.

Identification of nuts and bolts and their different usages and proper torque is a must as well as a thorough knowledge of the various maintenance and parts manuals.

Upon completion of classroom training, the men will work for approximately 13 weeks with a Class A mechanic for on-the-job training. After completing this, the final segment of their training, they will be placed on the eligibility list for Class C Mechanic and advanced as vacancies occur.

This is a tremendous breakthrough for the utilitymen because up to this time they have been dead-ended in their utility classification unless they obtained some sort of mechanical experience or training on their own. Now, through the 1969 negotiations with the Amalgamated Transit Union, the District is providing the training necessary for them to qualify as bus mechanics.



Students put bra...
bus's brake cyl...
ment of practic...
during the class...



TOP: South Park mechanics built a unit and circuit demonstrator used by Instructor Fred Klett to show the functions and operation of those bus parts. **LEFT:** Instructor Klett uses diagram charts of bus pistons to show students the four-stroke cycle and flame travel of bus pistons.

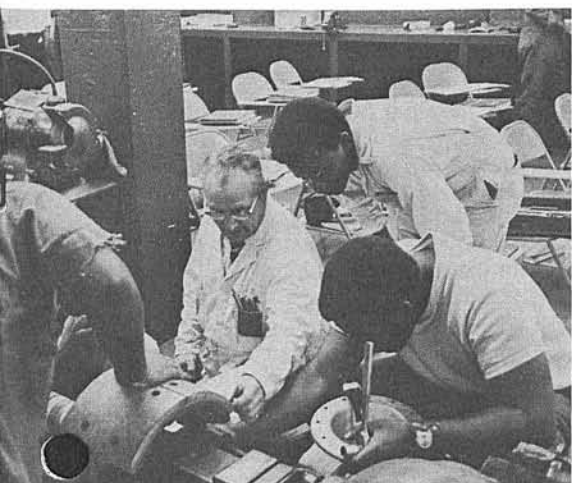


**TWENTY WEEK
SCHOOL OFFERS
CLASS "C"
MECHANIC RATING
AT END OF COURSE.**

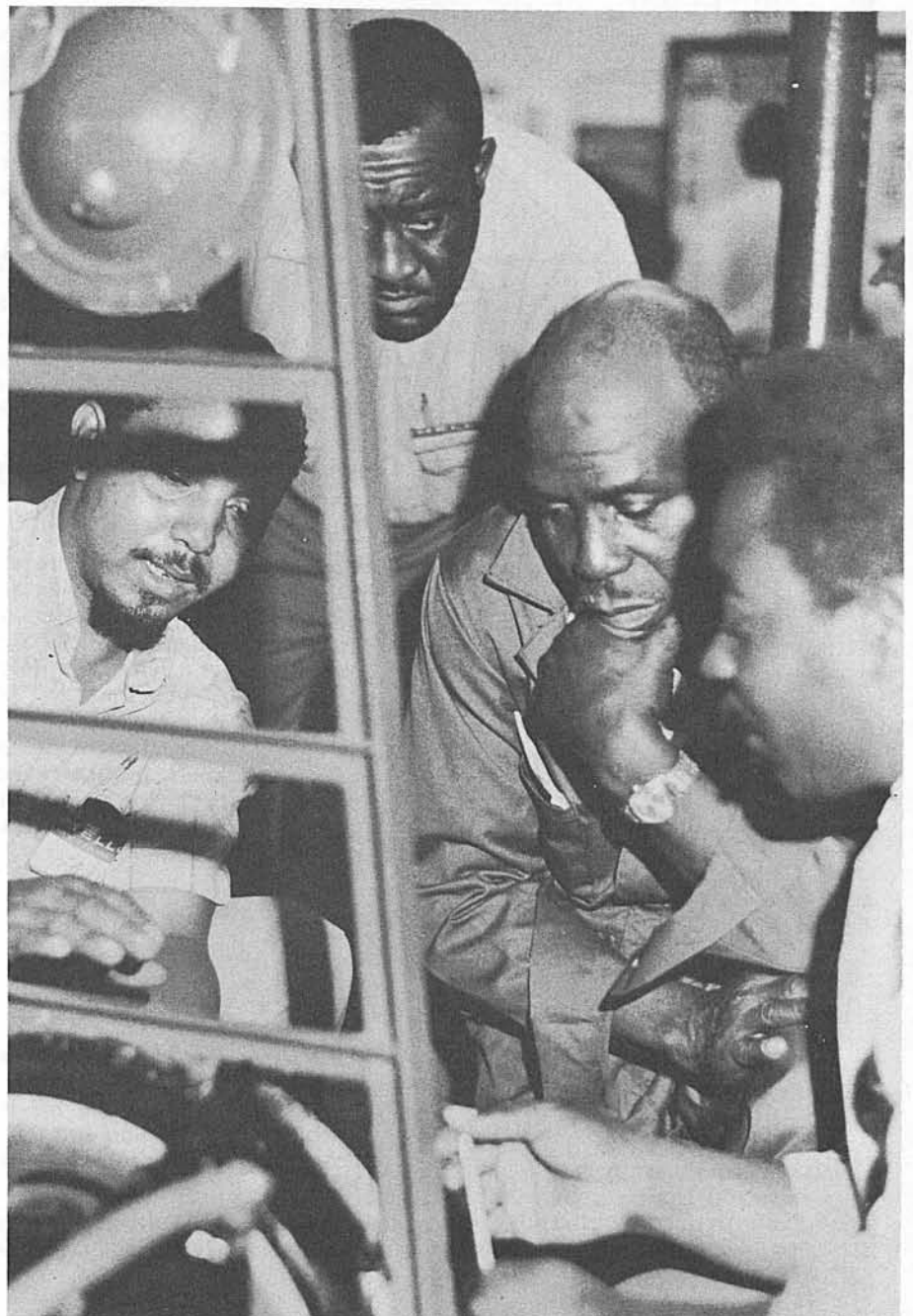
LEFT: Students James Cade, Emmitt Grayson and Albert York check the micrometer to record the diameter of the bus brake drum they just measured in class. **BELOW:** Bobbie Ward, Howard Johnson, George Gray and Lenward Hawkins look over a cross-section of a brake cylinder as part of their classroom brake maintenance study.



Mechanical inspection of a bus, inside and out, was part of the first day's instruction.



brake shoes on a cylinder — a segmental instruction classes.





AWARDED FEDERAL GRANT

MONEY TO BE USED FOR NEW EQUIPMENT



District bus drivers will be manning 100 new air-conditioned, radio equipped buses by the end of the year and an additional 100 buses by mid-1971.

The buying of the new buses was made possible when Secretary of Transportation John Volpe announced locally that the federal government had approved a federal grant of \$4,162,960 to be used by RTD for the purchase of new equipment. The grant covers half the cost of 200 new buses.

Secretary Volpe also announced that an additional \$1,552,858 is being held in reserve for the District by the Department of Transportation. The money will be forwarded to RTD once regional transportation planning requirements, currently underway, have been completed for the Southern California area. Volpe explained that RTD would have three years within which to complete the planning.

RTD General Manager Samuel B. Nelson noted the action "speaks to the Transit District's achievements in meeting the area's public transportation needs. This new equipment will help us up-date those we have in service as we will be replacing 200 buses which have been in area transit service between 16 and 22 years. And, each of the buses being retired has accumulated over 500,000 miles service."

FOUR STUDENTS TOUR RTD FACILITIES

Student leaders from five District high schools toured the facilities of RTD as part of the Los Angeles Junior Chamber of Commerce's Annual Boys' Day in Business.

The boys, Dan Beal, of Westchester High; Alvin Harris, of Locke High; David Gonzales, of San Pedro High; and Steve Presser, of Fairfax High, viewed behind-the-scene operations of one of the nation's major metropolitan public transit systems—RTD.

General Manager Samuel B. Nelson met the boys as they toured RTD and in talking with them told them that transportation is one of the oldest industries in the world, but was youthful in relation to the many young men employed by the District. He went on to say he hoped more young men would be stimulated enough to pursue a career in transportation.

One of the boys, Steve Presser, a Fairfax eleventh grader, selected to represent his school by peers of a campus organization called "Boys' League," plans to enter the field of dentistry or physical therapy. "After seeing various operations of RTD," remarked Presser, "I might re-evaluate my scholastic programming. I had no idea of all the complexities involved in running a public transportation system."

TRANSIT AID BILL READY FOR HOUSE

The House Banking and Currency Committee has approved the increase in the Transit Aid bill from \$3.1 billion to \$5 billion and the full 15% discretionary fund has been restored.

The Southern California Rapid Transit District will qualify for money under this bill.

The House version is embodied in a bill—H.R. 18185 which now goes to the Rules Committee for transmittal to the floor of the house.

MEDICAL FACILITY TO STAY OPEN

The medical facility in Room 609 at RTD's downtown offices will continue to be manned by Dr. William F. Quinn and Dr. Walter P. Ellerbeck and staff. They will continue to treat employees of the District covered by an insured-type plan.

RTD GETS GRANT FOR MUFFLER

A grant for \$303,000 has been awarded RTD by the Department of Transportation's Urban Mass Transportation Administration (UMTA).

The money will be used to develop a catalytic bus muffler to eliminate smoke and odor and to reduce noise of city buses.

Carlos C. Villarreal, administrator of UMTA, said the project "shows how it is possible to transfer technology and experience from the aerospace and atomic energy fields to public transportation."

The Power Systems Division of the North American Rockwell Corporation will conduct research and testing for the device, utilizing technology developed in the atomic energy industry. Testing will involve monitoring of emissions in the laboratory, both with and without the catalytic muffler, as well as an analysis of the muffler on a bus in regular service.

"Every potential means of reducing objectionable emissions must be developed, tested and evaluated without delay," noted Samuel B. Nelson, RTD's general manager. "The current magnitude of the air pollution problem in areas with large motor vehicle registrations, such as Los Angeles, demands action now," he added.

MAGAZINE NAME STILL WITH JUDGES

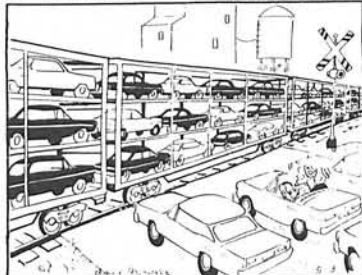
Due to the tremendous response to the "name your magazine" contest the judges haven't come up with a winner—there were just too many good ones. At press time they were still in conference and the next issue will carry the new name as well as a story about the winners.

EDITOR'S NOTE:

In the April-May issue of the employee magazine it was reported that Herbert L. Turner died. Herbert Turner, not Herbert L. Turner, passed away. Our apologies to Herbert L. The correct statistics are:

HERBERT TURNER, age 79
Mechanic "A", South Park
Emp. 2-26-24/RETIRED: 6-1-55
DIED: 4-2-70

CITIZEN SMITH By Dave Gerard



"Thank heavens those babies aren't down here in this traffic tonight!"



DIVISION NEWS

Division 1-11

Leonard Goericke, who retired June 1, has left on a 21-day cruise with his wife Cora to Acapulco, Panama and South America—then off to England where the cruise will end. After touring England, they plan to visit Scotland, France and other European countries. They have been planning this trip for a long time and now the dream has come true. Bon Voyage, Leonard and Cora.

Division 9

Excitement, excitement, excitement! Everyone's hoping their vacation "spot" will be open for that proposed fishing trip, going abroad, etc. Plans to go to the Islands, Europe and one to Venezuela, are already in the making. One walking pin cushion is having smallpox, tetanus, typhoid and yellow fever shots.

Division 12

Claude H. McCracken, Division 12 clerk, in his first year as a manager in the Norwalk Little League, helped his team, the "Ravens," achieve First Place in their division. His eight-year-old son, John, did his share with a 5-2 pitching record.

Industrial Relations Department

Secretary Melody Hamilton was married June 15 aboard the Princess Carla to Stephan Houghton. The ceremony took place shortly before the ship sailed for Acapulco where they spent a 14-day honeymoon south of the border.



RETIREMENTS



Louis Myers and Shelby Brown retired May 31 and were honored at a special dinner.



Wife Betty surprised husband Jerome Rondel with surprise retirement party at Division 7.



Milton Thomason, William Gibson and Robert Acres enjoy prime rib with all the trimmings at the May 26 retirement dinner. Gibson retires in November.

ROBERT W. ACRES
Supervisor
Emp. 10-1-32/RETIRED: 7-1-70

JOSEPH M. ADAMS
Supervisor of Reclamation and
Surplus Materials and Equipment
Emp. 7-11-27/RETIRED: 5-31-70

HERSCHEL C. ARTHUR
Operator, Division 9
Emp. 3-14-41/RETIRED: 5-31-70

ALBERT J. BAHR
Service Director
Emp. 8-21-44/RETIRED: 5-31-70

LEROY H. BARDON
Operator, Division 3
Emp. 3-26-36/RETIRED: 6-1-70

SHELBY T. BROWN
Chief Clerk
Emp. 11-1-30/RETIRED: 5-31-70

WESLEY B. BURRILL
Operator, Division 6
Emp. 2-22-35/RETIRED: 6-1-70

ELMORE J. CARTER
Supervisor of Trafficmen
Emp. 2-20-36/RETIRED: 5-31-70

MYRON S. CHAPDELAIN
Operator, Division 9
Emp. 6-23-35/RETIRED: 5-31-70

JOSEPH CHAPLINE
Mechanic "A", Division 1
Emp. 11-7-47/RETIRED: 5-31-70

BETTY L. DIXON
Operator, Division 6
Emp. 6-17-52/RETIRED: 5-31-70

ROBERT E. DRAYER
Operator, Division 9
Emp. 7-6-37/RETIRED: 5-31-70

NEAL B. FREDERICK
Operator, Division 2
Emp. 8-23-46/RETIRED: 5-31-70



Gordon Gazeley cuts his retirement cake during ceremonies held for him by fellow workers in the Scheduling Department.



George Wells present Norm Lane with his retirement scroll signed by his fellow workers at South Park.



Jewell Mitchell cuts her retirement cake during special retirement ceremonies on the 7th floor. Department head, Charley Haudenschild, looks on.

KENNETH E. FUNK
Manager, Stations and Agencies
Emp. 7-28-43/RETIRED: 5-31-70

GORDON L. GAZELEY
Schedule Maker II
Emp. 7-26-29/RETIRED: 5-31-70

LEONARD GOERICKE
Operator, Division 1
Emp. 8-31-45/RETIRED: 6-1-70

ELIZABETH F. HARLEY
Ticket Clerk
Emp. 12-30-42/RETIRED: 5-31-70

LAVERN E. HOUGH
Operator, Division 10
Emp. 4-8-42/RETIRED: 5-31-70

RAYMUNDO HURTADO
Utility "A", Division 2
Emp. 6-25-23/RETIRED: 5-31-70

WILLIAM T. LAFFEY
Storekeeper
Emp. 5-27-43/RETIRED: 5-31-70

NORMAN W. LANE
Superintendent I, South Park
Emp. 1-26-26/RETIRED: 5-31-70

OSCAR LANGDALE
Operator, Division 12
Emp. 12-14-43/RETIRED: 5-31-70

EUGENE M. LENDY
Mechanic "A", South Park
Emp. 6-16-24/RETIRED: 5-31-70

JESSE WALTER LUMMIS
Operator, Division 18
Emp. 4-16-41
Disability Retirement: 6-1-70

GLENN E. McBRIDE
Mechanic "A", South Park
Emp. 6-10-42/RETIRED: 5-31-70

JIMMIE E. McGHEE
Operator, Division 1
Emp. 8-17-45/RETIRED: 5-31-70

JAMES M. McKEVITT
Manager, Division 4 & 5
Emp. 11-15-35/RETIRED: 6-1-70

ALEX C. MARTINEZ
Mechanic "B", Division 5
Emp. 4-27-43/RETIRED: 5-31-70

JEWELL N. MITCHELL
Information Clerk
Emp. 2-13-45/RETIRED: 6-1-70

LESTER F. MUELLER
Information Clerk
Emp. 2-25-44/RETIRED: 5-31-70

ALBERT S. MURRAY
Operator, Division 11
Emp. 6-3-35/RETIRED: 5-31-70

LOUIS L. MYERS
Foreman 1
Emp. 6-3-37/RETIRED: 5-31-70

HARRY C. NIELDS, JR.
Operator, Division 10
Emp. 6-13-39/RETIRED: 5-31-70

NINA A. PINCOMBE
Payroll Clerk
Emp. 3-14-28/RETIRED: 5-31-70

ROBERT RIGBY
Cabinet Maker
Emp. 12-16-52/RETIRED: 5-31-70

KING RILEY
Division Clerk, Division 6
Emp. 6-10-47/RETIRED: 5-31-70

CHARLEY ROBERTS
Mechanic "A" Leadman
Emp. 12-25-41/RETIRED: 5-31-70

JEROME F. RONDEL
Operator, Division 7
Emp. 11-25-34/RETIRED: 6-1-70

WILLIAM C. SCHOLL
Director of Industrial Relations
Emp. 10-7-25/RETIRED: 5-31-70

ROSS R. SHAPPELL
Operator, Division 9
Emp. 8-4-42/RETIRED: 5-31-70

WILLIAM P. SPENDLOVE
Operator, Division 2
Emp. 10-3-35
Disability Retirement: 7-1-70

WILLIAM R. STARKEY
Operator, Division 9
Emp. 5-15-45/RETIRED: 5-31-70

MILTON J. THOMASON
Instructor
Emp. 11-2-31/RETIRED: 5-31-70

WILLIAM WERNER
Operator, Division 8
Emp. 2-2-45/RETIRED: 7-5-70

FLOYD D. WILSON
Operator, Division 7
Emp. 12-2-36/RETIRED: 6-1-70



PROMOTIONS



JOHN S. WILKENS
Director of Industrial Relations



JOHN T. JOHNSTON
Assistant General Superintendent
of Transportation



BILL CHANEY
Industrial Relations Analyst 1



WESLEY D. McCARNES
Transportation Planning Analyst



DON KERNAN
Transportation Planning Analyst

Wilkens Named Director of Industrial Relations; Johnston New Assistant to Max Rise

THREE FORMER OPERATORS FILL ANALYST POSITIONS DOWNTOWN

John S. Wilkens, RTD's new Director of Industrial Relations, is no stranger to transit property. Wilkens was promoted from his job as Assistant General Superintendent of Transportation to his present post. A veteran of 22 years in public transportation, he came to the District from the Asbury Rapid Transit System where he was Assistant Manager of Operations. Previously, with RTD and MTA, he was Assistant Director of Industrial Relations.

John T. Johnston has taken over the position vacated by John Wilkens and is no stranger throughout the District either. Previous to taking over his new position, Johnston was Manager of Division Seven. He has also been the District's Chief Instructor as well as Superintendent of seven different divisions. A veteran of 33 years in the business, he first started in transportation as a motorman in 1937 with the Pacific Electric Railway Company.

Also in line for promotions were Wesley D. McCarns, Don Kernan and Bill Chaney.

Bill Chaney joined the Industrial Relations staff as an Analyst 1 and will be working on the sixth floor with Mel Marquardt. Previous to his promotion Chaney had been working in the instruction department. He started in transportation in 1946 as an operator for the Los Angeles Transit Lines.

McCarns and Kernan join John Curtis on the fifth floor and will be working for Curtis as part of RTD's participation with SCAG. The two men are Transportation Planning Analysts and will be involved in the development of basic information about all local transit facilities in the Los Angeles area and will project this information over a five-year period.

McCarns, a former operator, started with the Los Angeles Transit Lines in 1958 and has been in the transportation field for 12 years.

Kernan, also a former operator, has been working in the downtown transportation department and joined the transportation field in 1963 as an operator for MTA.

COURTESY HONOREES



FRANCIS F. MEANEY — APRIL OPERATOR OF THE MONTH

“Courteous, Happy and Cheerful”

- Division 12
- 7 years service
- 5-year Safety Award Pin
- Living in Long Beach

BERT G. RUIZ — MAY OPERATOR OF THE MONTH

“A Smile and Good Morning for Everyone”

- Division 9
- 33 years service
- 21-year Safety Award Pin
- Lives in West Covina



HAROLD W. PRATT — JUNE OPERATOR OF THE MONTH

“Courteous, Competent and Knows How to Handle People”

- Division 12
- 20 years service
- 17-year Safety Award Pin
- Lives in Orange

VITAL STATISTICS

SAM BELIACQUA, age 82
Track Foreman
Emp. 10-25-05/RETIRED: 12-31-54
DIED: 4-22-70

MAURICE S. BUCK, age 66
Operator, Division 9
Emp. 10-12-43
DIED: 6-8-70

HERMAN CANNON, age 80
Operator, Division 5
Emp. 10-23-23/RETIRED: 6-18-56
DIED: 1-24-70

ARTHUR A. CARANO, age 46
Relief Division Clerk
Emp. 3-26-46
DIED: 6-14-70

CECIL A. DICUS, age 58
Service Director
Emp. 9-24-47
Indefinite Leave: 4-12-70
DIED: 5-17-70

LOY "J" EKBERG, age 34
Operator, Division 8
Emp. 10-27-62
DIED: 6-12-70

MIGUEL ESCOTO, age 64
Janitor
Emp. 5-20-42
DIED: 7-15-70

CECIL "D" HARLAN, age 69
Supervisor
Emp. 7-27-33/RETIRED: 11-30-65
DIED: 6-6-70

JOSEPH J. HIRNSHALL, age 64
Equipment Superintendent I, Division 9
Emp. 7-14-47/RETIRED: 5-31-70
DIED: 6-8-70

CARL J. HOFFMAN, age 73
Mechanic "A", Division 2
Emp. 11-18-43/RETIRED: 3-29-63
DIED: 7-1-70

JACK JEFFRIES, age 33
Operator, Division 7
Emp. 11-25-67
DIED: 7-8-70

PAUL A. MacDONALD, age 74
Operator, Division 9
Emp. 10-3-45/RETIRED: 10-1-66
DIED: 6-23-70

JACK L. PATTERSON, age 58
Operator, Division 9
Emp. 8-8-45
DIED: 6-27-70

GEORGE H. PELL, age 80
Mechanic "B", Division 4
Emp. 10-4-45/RETIRED: 12-31-54
DIED: 5-5-70

THOMAS ROBERTS, age 68
Chief Clerk to Superintendent, South Park
Emp. 12-6-55/RETIRED: 6-1-69
DIED: 7-14-70

MICHAEL ROBLES, age 45
Operator, Division 9
Emp. 2-20-53
DIED: 7-14-70

CLYDE H. SELLERS, age 63
Mechanic "A"
Emp. 8-16-39
Disability Retirement: 12-1-66
DIED: 4-17-70

JUICHIRO TSUBOI, age 79
Utilityman "A"
Emp. 12-11-46/RETIRED: 6-1-56
DIED: 6-20-70

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

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DIRECTOR OF INDUSTRIAL RELATIONS RETIRES

William C. Scholl, a former office boy with the Pacific Electric Railway Company, retired May 31 as RTD's Director of Industrial Relations.

His retirement brought to a close an outstanding 45-year career in the administrative and personnel end of public transportation.

A retirement dinner an
office farewell and many good wishes . . .