

# 817 RTD OPERATORS RECEIVE NATIONAL SAFETY AWARDS

## 100 Awards represent over twenty years of Safe Driving



RTD DIRECTORS HONOR KERMIT BILL—Southern California Rapid Transit District directors honored Kermit M. Bill (right), for his seven years as a transit agency director. Dr. Norman Topping, District president, presents Bill, Huntington Park city clerk, with a scroll denoting Bill's contributions to public transportation in the Los Angeles area. A member of the original RTD Board formed in 1964, Bill served as president and vice president of the District. He is a former mayor and councilman of Huntington Park. Succeeding Bill as the Southeast Corridor director on the Board is Jay B. Price, Bell city councilman.

Eight hundred and seventeen National Safety Council Safe Driving Awards were presented to eligible operators between September 27 and October 1 at special ceremonies held at the District's 14 operating divisions.

Awards ranged from one year to twenty-six years with eight operators eligible for 26 years of safe driving. Those receiving the safe driving award for 26 years were V. C. Engle, F. E. Harris, F. K. Walker and Joel J. Wolfe of Division 9; Donald R. Parks of Division 12; T. R. Gordon of Division 6; and P. J. Avery and M. E. Vacher of Division 18.

In addition, exactly 100 operators received pins for having driven 20 years without a chargeable accident.

Safe driving pins cover two six month periods—January 1 through June 30, and July 1 through December 31. The operators being honored at this time were those receiving awards for the first six-month period of 1971. The second group will receive their awards next March.

Operators receiving pins during the week of September 27 are listed below by divisions with the number of safe driving years attained.

### Division 1

Alvarez, A. J. (17); Anders, L. (10); Bearden, C. J. (1); Blue, T. (1); Brice, W. (19); Carpenter, C. C. (22); Cattum, G. (1); Childers, G. (13); Cooper, B. F. (20); Copeland, T. (9); Cramer, D. G. (9); Culpepper, H. E. (11); Davenport, R. (2); Dixon, J. (4); Erickson, W. (1); Espinosa, R. (1); Fisher, M. (23); Garvin, W. (1); Gipson, N. (3); Grant, L. (19); Hamilton, E. R. (9); Hardy, P. (1); Hernandez, T. (11); Hunter, M. (2); Johnson, W. E. (1); Jones, C. J. (2); Martinez, R. (3); McLendon, T. (22); Mesa, E. (13); Miller, L. (1); Neal, T. (4); Pike, A. (1); Ramirez, A. M. (1); Roberts, K. C. (1); Roosevelt, J. N. (1); Sailor, C. J. (1); Seitz, W. B. (1); Snoddy, W. (24); Swift, J. V. (1); Torres, J. (1); Villegas, G. (7); Walker, B. (3); Warren, W. (2); Welch, T. (2); White, T. B. (4); Williams, J. C. (15); Williams, E. H. (5); Williams, C. D. (6); Williams, S. (1); Williams, N. L. (3); Williams, Prince (2); Wilson, C. (6).

### Division 2

Adams, U. V. (18); Algarin, M. A. (9); Baldrige, M. H. (24); Beard, W. A. (1); Brink, G. R. (22); Brown, H. A. (10); Calaway, P. A. (8); Campbell, D. J. (11); Carey, E. H. (2); Chambers, L. (1); Clark, S. D. (19); Collins, A. B. (3); Costeley, B. L. (2); Custodio, E. M. (2); Davis, J. A. (1); Davis, P. E. (1); Davison, A. A. (17); DeLeon, E. (1); Denson, E. L. (1); Dierbeck, R. J. (1); Everett, S. H. (8); Fowler, G. H. (4); Garrison, G. N. (12); Gates, E. (2); Gerhold, W. A. (13); Griffin, H. L. (15); Guiffreda, V. (17); Harrell, W. C. (7); Harris, C. C. (12); Hayes, H.

W. (12); Hernandez, Jr. S. (2); High, J. R. (3); Hill, S. (3); Howell, W. (17); Hubbard, N. (2); Johnson, M. C. (7); Johnson, A. (3); Johnson, W. L. (2); Johnson, T. L. (2); Knapper, O. L. (2); Korling, P. F. (1); LeNoue, J. (25); Levine, M. N. (13); Lewis, L. J. (13); Lindsey, B. R. (4); Lisenby, R. E. (7); Livingston, D. L. (11); Mayes, D. G. (18); Mayes, J. E. (2); McCoy, J. (5); McCutcheon, T. O. (21); McDaniel, J. L. (1); McGee, F. E. (2); McKittrick, J. (10); Mitchell, E. L. (1); Monroe, J. E. (9); Moore, W. H. (2); Morad, D. (7); Pachi, F. (11); Meyer, R. F. (1); Page, J. P. (22); Patterson, W. E. (18); Payne, W. (1); Payrow, F. A. (17); Pencak, J. (18); Phillip, L. (1); Pippen, E. L. (2); Powell, T. L. (1); Price, O. W. (15); Rayford, J. (4); Remond, D. J. (4); Reyes, M. (1); Riley, G. R. (1); Robinson, D. L. (8); Rodriguez, E. J. (1); Ross, H. R. (4); Rubio, F. G. (4); Russell, L. C. (7); Sage, G. E. (23); Shaw, H. (17); Slaughter, W. T. (1); Smith, C. H. (4); Smith, L. E. (23); Smith, N. (1); Stelly, W. F. (2); Stowell, J. (1); Taylor, M. W. (7); Thomas, G. M. (9); Thomas, L. R. (1); Thomsen, P. N. (2); Truitt, J. E. (8); Tyler, J. C. (15); Vernacchio, S. L. (1); Villagran, M. (14); Wade, S. B. (1); Wald, S. (14); Wells, J. R. (1); Westfall, B. W. (3); Wiley, R. (2); Williams, C. V. (9); Williams, W. G. (2); Williams, B. L. (2); Wilson, D. L. (22); Wilson, E. L. (1); Wood, W. H. (25); Zeigler, E. D. (9); Zarate, A. (1).

### Division 3

Aceves, T. R. (2); Barnett, J. G. (1); Bentley, M. E. (10); Breckbill, L. A. (19); Burr, G. W. (21); Burton, M. C. (1); Cote, U. U. (17); Daniels, T. (1); Elks, G. L. (1); Gallegos, T. T. (2); Gardner, J. E. (2); Hall, F. G. (8); Hatfield, O. G. (6); Howard, R. H. (22); Hubbard, C. E. (1); Huizar, F. M. (10); Kaneshiro, R. K. (12); Kennie, R. R. (4); Manning, J. (18); Miller, W. D. (7); Miranda, A., Jr. (9); Moore, D. L. (9); Mortvedt, R. L. (3); O'Donnell, J. J. (20); Phipps, W. R. (9); Richards, Jr., W. B. (1); Robertson, M. L. (4); Rodgers, A. L. (5); Romero, P. (17); Rudolph, Jr., J. (2); Seybert, Jr., J. S. (1); Shea, F. L. (18); Sklarew, M. (5); Stone, R. (11); Taylor, F. D. (3); Thompson, M. G. (15); Vas-

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## UMTA Management Seminar To Be Attended By Three RTD Employees

Three RTD employees will be attending the Urban Mass Transportation Management two-week seminar at Weston, Massachusetts beginning November 7.

The men selected are: Dan Miller, transportation Planning analyst II with the Rapid Transit and Surface Planning Department; Bob Falvey, ship equipment foreman with the Maintenance and Equipment Department; and Wesley McCarns, transportation administration analyst with the Transportation Department.

Announcing their selection, RTD General Manager Jack R. Gilstrap said, "We believe that the District should continue to take an active part in this unique opportunity to develop the needed skills of our middle management group.

The seminar, conducted by

the Center for Continuing Education at Northeastern University, offers a curriculum consisting of a wide variety of management oriented topics such as management communications, labor and government, urban development, and the marketing, economic and financial aspects of the Urban mass transit industry.

## Line 88 Has New Stop

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

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

## Board Approves Busway Contracts

District directors have taken another step toward construction of the El Monte-Los Angeles Busway.

Contracts for the design of three Busway stations and maintenance facilities were approved by the RTD Board, according to Leonard S. Gleckman, District director in the area where the project is being undertaken.

The architectural work will be undertaken by the joint venture of Kaiser Engineers-Daniel, Mann, Johnson and Mendenhall. They will design stations at El Monte, California State College at Los Angeles County-USC Medical Center. It is planned that some of the design work will be sub-contracted to other local architectural firms. Maintenance facilities will be located at El Monte.

# Vice President Agnew Urges Improved Nationwide Public Transit

(Editor's Note: Spiro G. Agnew, Vice President of the United States, was the principal speaker at the International Conference of Urban Transportation held in Pittsburgh, Pa., September 8. The text of Mr. Agnew's address follows.)

Two thousand years ago Julius Caesar found it necessary to ban chariots and other wheeled vehicles from the streets of Rome, during the daytime, because of traffic congestion.

Outside the city, the Romans had constructed the greatest system of highways the world had ever known. Parts of these roads are in use today. Yet they did not solve the urban snarl of ancient Rome.

Two thousand years later we too take great pride in our highways. The Interstate system now nearing completion in this country is the world's finest. But we, like the Romans, still haven't solved the traffic problem on our city streets.

We can fly men to the moon and back without a hitch or a delay, but they don't have to pass through any cities.

We can cross this continent by air in 5½ hours, but then we encounter delays of up to half that time getting from the airport to our office or home.

And going from downtown to the suburbs at rush hour on any week day is a nightmare in traffic dodging that a Caesar could not imagine.

But at least we're working on the problem—your presence here is an indication of that — and I believe we're closer to the answer than we would dare hope.

The answer is not to ban automobiles from the streets—like the chariots of Rome—but to come up with attractive alternatives to do-it-yourself commuting — alternatives that will encourage the citizen to leave his car at home or at least at some way station outside of town.

The alternative is efficient, dependable, low cost public transportation. Not only would this lure commuters of the streets, it would provide an essential service to the one-quarter of our population who don't own or can't drive cars. They include many of our older citizens and those unable to afford private transportation.

The lack of good public transportation is as much a part of the urban dilemma today as housing, schools and jobs. It ties in with all of them and, in fact, may be the key that unlocks the overall problem and revitalizes our cities.

So it is time we stop thinking of transportation as an end in itself and approach it as a part of the whole—a most vital part of the overall urban problem.

I shall have more to say about this in a few minutes, but first I want to extend a word of welcome to those of you who have come from foreign countries to assist in this Fifth International Conference on Urban Transportation. And I would like to congratulate those of you from the

transportation and related industries in America who are devoting your time to helping us solve what has become our most visible urban problem. Your know-how is on the drawing boards and available, and it is up to us in government and private industry, in the vernacular, to "put it all together."

I am convinced we are on the threshold of a major breakthrough in the solution of our urban transportation problems in this country. There is a new attitude of determination, a national will, to end this strangulation of our cities that has grown progressively worse for several decades now.

## Expanded Federal-State Funding for Public Transit

We have seen it reflected in the higher priority assigned to urban transportation problems by the Nixon Administration. Prior to this Administration, Federal funding for public transit never exceeded \$200 million a year. Last year, under the Urban Mass Transportation Assistance Act of 1970, it more than doubled to \$435 million, and this year it will be \$900 million. This funding for capital equipment grants and research and development will continue to grow as we move forward on projects conceived and implemented at the local level. It is the President's purpose to supply long-term, continuing financial aid for urban transportation projects as fully as it can be effectively applied.

This substantially larger funding — \$10 billion authorized over 12 years — serves as assurance to State and local governments and private investors that the Federal government recognizes the importance of the mass transit problem. It will be, hopefully, the catalyst that will bring about long deferred action on transit systems too long delayed.

A good transit system is a solid investment in the community. Properly planned, it will pay rich dividends — in increased business, employment, land values, tax base and general urban renewal. It will generate prosperity where it is most needed — in the hard-pressed cities — and, in doing so, it can be of great assistance in meeting other urban problems.

There will be many completely new transit systems starting up in this country within the next 10 years—in San Francisco next year, in Washington in the mid-70's and perhaps in my native city of Baltimore very soon. Other major metropolitan areas are also planning new mass transit systems now that they know federal funding will be available for their plans to proceed to construction.

Extensions of present systems are planned in New York, in Philadelphia, in Boston and in Chicago.

Involved in these new systems — and extensions of existing major systems — will be hundreds of new rapid transit stations. Many of them will be located in critical poverty areas. Their potential for

revitalizing those communities is enormous. They should be thought of in terms of their potential to renew the whole urban environment not just as transit stations. They can become vital parts of planned community centers if sufficient land is acquired to permit such development.

Let's look, for example, at what Sweden has done with this concept. The Taby Center Station outside of Stockholm incorporates in it 14 separate functions — schools, apartments, a shopping center, a medical center, churches, a gymnasium, sports centers. It has become a community within itself, but not one strictly dependent on the automobile. Located along a main transit route, the residents are only 30 minutes away from downtown Stockholm.

Taby is but one of 18 satellite cities that ring Stockholm, all with a population of 10,000 to 50,000 and all of them planned communities on transit lines with easy access to downtown. Some of them are only 5 to 10 minutes away. Although Sweden has the world's highest per capita ownership of automobiles outside the United States, it is estimated that 90 per cent of its people travel into Stockholm by the transit system.

## Industry's Role in Developing New Towns, Satellite Cities

What a wonderful opportunity this exciting concept offers for solving the problems of overcrowding people as well as automobiles in our own American cities! I believe the creation of new towns and satellite cities is our best hope for planned urban expansion and relief of many of the problems we now face in the impacted areas of our central cities. I have consistently advocated such development even before I was Governor of Maryland. The successful Swedish experience in planning these new communities around a transit system reaffirms the validity of the proposal. The Nixon Administration has included new town development as a vital part of its national urban policy, and I believe new towns and satellite cities will play an important role in our future urban growth, especially when coupled with the sound planning of transit systems.

Such multi-purpose use of transit stations as the Taby Center does not have to be extended outside the borders of the city to be effective. There will be many instances when it can be adapted to the central city, with regard to housing, health services, educational facilities, recreation, and other aspects of everyday living — to the great benefit of its citizens.

## New Systems Expand Growth of Economy

It has been well established that a good transit system will provide a stimulus to development of a new area of revitalization of an old one. I am convinced that New York's extensive rapid transit system played a major role over a period of many years in the de-

velopment of Manhattan Island as one of the world's great hubs of commerce.

In Canada, Toronto's old, declining central business district underwent a phenomenal spurt of new growth after the construction of a relatively short 4.5 mile stretch of subway, the city's first. Within a five-year period over five million square feet of new high-rise apartments sprang up in areas that had been formerly occupied by old single-family dwellings. And in the first 10 years of subway operation, the 4.5 mile lines attracted over two billion dollars of new construction for every mile of the system. Land values along the right-of-way tripled in two to five years, and went up as much as 10 to 12 times in the vicinity of transit stations.

So we can see the value of a transit system to the economic life of a community, whether the community is new and planned or old and declining. And the location and functions of station areas are of particular importance.

Some station areas will have a high development potential; others will offer little more than to serve as a transit stop. The important thing is to make the maximum possible use of their potential. And the key to this is good planning. It cannot involve just the local government and the transit officials; it must involve the whole community. At the Federal level it is not just a problem for the Department of Housing and Urban Development to explore the potential for housing projects, the Department of Health, Education and Welfare in the planning of schools and health facilities, and the expansion projections of the private sector. The same broad approach should be taken locally, with private enterprise heavily involved to capitalize on the business opportunities in such a center.

## Major Ingredient: Long Range Planning

If there is one major lesson that I learned as the head of a metropolitan county government some years ago it is that there is no substitute for sound, comprehensive, long-range planning. And the more divergent views and broader field of expertise you can bring together, the better will be your planning. Instead of being a rival with Baltimore City, we in Baltimore County should continue to learn to work in partnership with the City and other suburban counties on mutual problems. As plans evolve for the Baltimore area transit system I feel confident that you are going to see a product of local officials working with State and Federal officials to bring about a mutual benefit to their communities. Traffic problems certainly don't stop at the city line. Neither do those of housing and employment. And we have learned that our solutions to these problems must also know no artificial boundaries.

## Need for Balanced System

I believe we have not learned

in this country that transportation is not a matter of either good highways or a good urban transit system. We need both, one tying in with the other, if it is to be an effective system and really move people. And moving people is what it is all about—mobility, the theme of your conference. We should concentrate on the individual and how to best get him from his home to school or to work or to the store or to the sports stadium or theater—at a price he can afford and without taking all day—whether he drives his own car or rides a bus or train.

For too long we thought in terms of having either rapid transit or automobiles and trucks as the backbone of a city's transportation. We now know, as our friends overseas have accepted all along, that it is a combination of both. We cannot eliminate the motor vehicle. But we can reduce the dependence on it by enhancing the attractiveness of other forms of transportation.

## U.S. Lags Behind Canada, W. Germany, Japan

I am sure that many helpful ideas in a conference of this type will come from those of you from other countries which have developed excellent transportation systems. We, who regard our interstate highway system as second to none in the world, acknowledge you have taken many strides ahead of us in the field of urban transportation.

We are aware, for example, that more new rapid transit systems are being built in West Germany than in any other single country in the world. Lines are being built or extended in Berlin, Cologne, Frankfurt and Munich. And Hamburg's integrated subway, commuter, rail, bus and ferry system—all functioning under a single authority—offers an example of good coordination in public transportation.

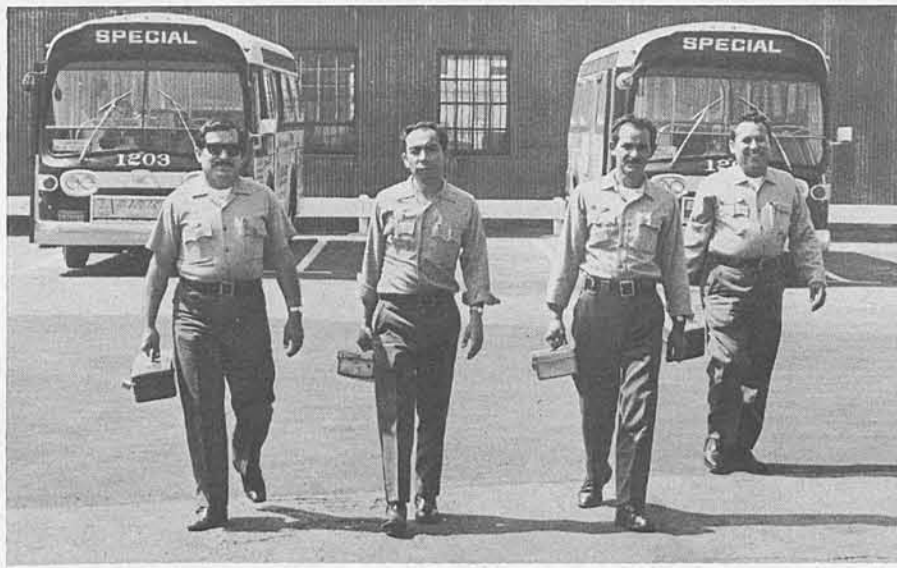
Japan's Tokaido Line, with its high-speed train service from Tokyo to Osaka, is coordinated with Tokyo's expanded rapid transit system. Seventy miles of subways are in service in Tokyo with an additional seventy miles under construction. In Osaka the bus and subway system serves 2 million 700 thousand passengers daily.

On our own continent, Toronto, Montreal and Mexico City have all developed outstanding subway systems.

So there is much that we can learn in an international conference of this type.

But the most important change that has come about in this country is the need for better public transportation in our cities—a growing awareness that we are no longer a rural nation and that subways and rapid surface transit are as essential to the healthy growth of all our metropolitan areas as they have been to New York and Chicago.

Ten years ago there were only 16 urban areas in America with populations of more than one million. Today there are 25. By the year 2000 we expect to have 50 cities with a million or more residents.



OPERATORS (L to R): Elias N. Garcia; Erasmo Guzman; Enrique Quezada; and Francisco Prieto.



Gabriel C. Chagoya  
Utility "A"



Emmanuel M. Saavedra  
Mechanic "B"



Cruz M. Valdez  
Mechanic "A"



Murray Svonkin  
Operator



Paul H. Nutter III  
Mechanic "A"



Luis S. Navarro  
Operator



Victor R. Miranda  
Operator



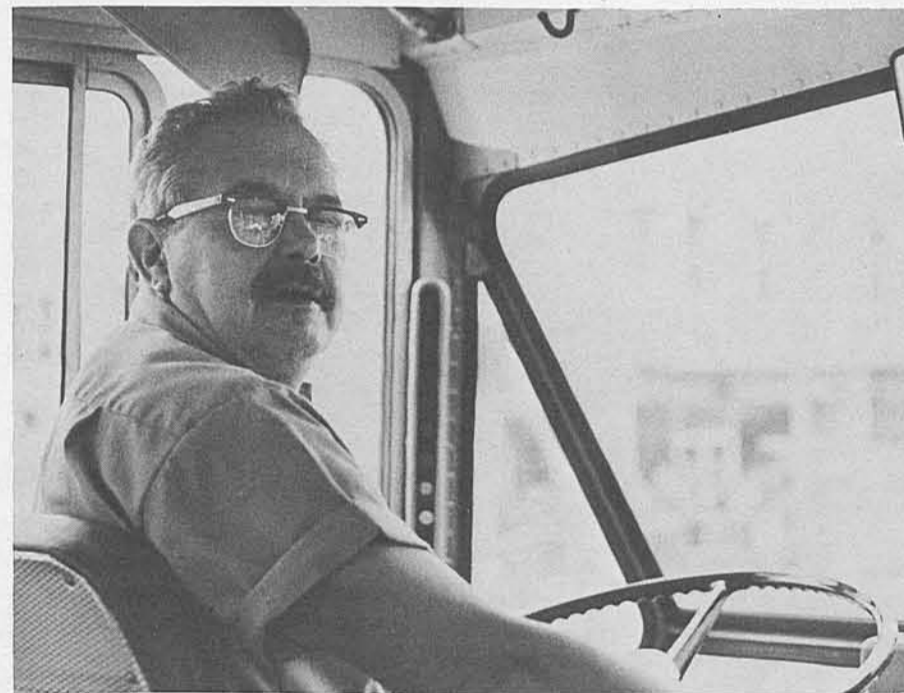
Joe F. Castallanos  
Operator



Joe L. Lozano  
Operator



OPERATORS (L to R); Amador Rodriguez  
and Ricardo B. Gutierrez



Richard F. Kaspar  
Operator

**District Welcomes  
22 New Employees**

This page welcomes aboard the 22 former employees of Eastern Cities Transit Lines who joined the District when RTD purchased that privately owned transit corporation.

Operator Marcelino A. Espinoza was vacationing when photos were taken. He will be featured in a later issue.



Jesse M. Cortez  
Operator



Jose L. Ruiz  
Utility "A"



Luis V. Ramirez  
Operator



Clement L. Dupre, Assistant Division Manager with Operator Francisco M. DeLaCruz

# Agnew

Continued from Page 2

Eight of every ten Americans already qualify as city dwellers, living on less than three per cent of the Nation's land, and their numbers multiply daily. So do their motor vehicles.

Last year there were more than 108 million motor vehicles registered in the United States — 89.3 million automobiles, 18.7 million trucks and 379,021 buses. Their numbers increase by about 8,000 a day. At 5 p.m. on almost any working day, it seems, you will find most of them gathered on Main Street, U.S.A. starting, stopping, honking and overheating as they creep homeward through a pall of gasoline fumes.

## Solution: Balanced "Mix" of Private, Public Transportation

The automobile is still man's best method of personalized transportation, and it can continue to serve that purpose for many years to come if we lick the pollution problem and if we keep our highways and streets open. But there are better ways of commuting in urban areas and we must establish them. Otherwise we will reach a saturation point, as did the Romans with their chariots.

I wish you good luck in your deliberations at this conference, and I look forward with interest to the reports and thoughts that will come out of it. We have the opportunity to bring a new vitality to our beleaguered, impacted and dependent cities if we in government and you in industry have the imagination and foresight to conceive bold solutions to our age-old problems and the courage to put them into effect.

President Nixon put the challenge this way when he signed the Urban Mass Transportation Bill committing the Nation to a larger, sustained effort:

"As we look into the history of this country," he said, "we recall the development of the Western Frontier. It was made possible because of a massive program of transportation which enabled us to develop that new frontier in the West.

Now we have the challenge of the urban frontier. And it is through this bill and the support that it will provide for new programs in the field of mass urban transportation that we are going to be able to meet the challenge of the urban frontier. Just as the Western Frontier was the challenge of America in the 19th Century, the urban frontier is the challenge of America in the last third of the 20th Century.

# Safety Awards

Continued from Page 1

quez, J. L. (3); Wallace, R. G. (1); Wargo, P. J. (14); Watts, R. L. (1); Weddaburne, D. (1); Wilkerson, J. L. (1); Williams, W. T. (9); Zimmerle, J. M. (6); Villalobos, R. J. (1).

## Division 4

Allmon, W., Jr. (3); Alsop, R. L. (1); Anderson, M. L. (7); Austin, A. L. (3); Babsby, S. Jr. (9); Bailey, A., Jr., (4); Barnett, R. (2); Beckman, R. W. (17); Buckner, O. C. (9); Butler, S. (1); Cabrere, F. X. (11); Charles, L., Jr. (1); Daniels, C. (8); Davis, A., Jr. (9); Degrate, R. (8); Dravis, C. M. (19); Edwards, F. A. (6); Ellis, A. (1); Ellis, J. S. (1); Fitzpatrick, G. T. (10); Flournoy, C., Jr. (6); Floyd, M. (7); Fortier, G. (3); Forward, J. (1); Foye, F. (10); Frey, L. (17); Gertsch, R. (1); Grayson, D. C. (24); Grayson, J. (2); Greene, E. Jr., (5); Hall, B. L. (3); Hall, D. (18); Hammond, J. (7); Harrison, W., Jr. (1); Hepp, W. (19); Holcomb, H. (20); Hoover, E. (24); Houghtaling, D. (23); Huey, G. (1); Iver-son, B. R. (5); Jackson, R. (9); Jackson, L. (4); Jackson, M. (2); Johnson, C. (2); Johnson, G., Jr. (1); King, W. (4); Lacour, E. (2); Lambert, F. (2); Lambeth, E. (19); Lincoln, J. (1); Lopez, A., Jr. (17); Luke, G. (3); Malone, L. (3); May, J. (21); McCullen, R. (1); McEachern, R. (15); McMichael, O. (20); Merriweather, J. (4); Milo, C. (9); Moody, J. (2); More-head, W. (4); Moyer, R. (2); Muckelroy, J. (5); Muscoreil, L. (15); Nahra, G. (10); Pat- ton, C. (5); Perry, J. (3); Ran- dall, R. (8); Ray, C. (9); Ray, C. (18); Rems, C. W. (1); Robinson, C. (17); Robinson, B. (2); Ruiz, L. (18); Scott, W. (9); Scoville, M. (24); Summer, F. (20); Sweet, H. (10); Taylor, E. (9); Walker, N. (8); Weathersbee, J. (4); Weaver, G. (9); Wells, C. C. (12); Welsh, P. F. (24); Wendt, E., Jr. (21); Wesson, I., Jr. (1); Williams, M. (10); Williams, W. (4); Williams, V., Jr. (2); Willis, L. (17); Wright, L. (13).

## Division 5

Ballesteros, O. (3); Brooks, D. (1); Brown, J. (1); Brune, F. (23); Burns, J., Jr. (2); Chaney, D. (22); Crawford, P., Jr. (6); Crenshaw, R. (1); Crook, M., Jr. (4); Dancy, E. (1); Davis, C. (1); Dickerson, C. (7); Enders, J. (25); Ful- bright, M. (2); Galloway, L. (1); Glidewell, R. D. (11); Green, E. (11); Greenberg, L. (20); Harris, B. J. (1); Hender- son, C. L. (10); Hobdy, D. (2); Holmes, H. (1); Hooker, W., Jr. (10); Horn, C. (1); Jackson, J. (2); Jackson, S. (2); Jones, W. (11); Lewis, R. (8); Mahone, R. (1); Marshall, E. (13); McCarns, J. (9); Mc- Christian, L. (8); Mercadel, W. F. Jr. (3); Merritt, G. (2); Miller, H. (19); Moss, W. (2); Mouldin, J. (2); Mouton, R. (17); Mouton, B. (10); Murray, I. (9); Patton, R. (22); Roberts, J. (23); Sch- midt, P. (20); Scott, M. (8); Smith, C. (3); Square, C. (2); Starks, R. (1); Stroud, K. (2); Thomas, I. (13); Vallier, J. (2); Van Lee, C. (12); Walk- er, J. L. (1); Webb, I. (1); White, J. (12); Williams, B. (1); Williams, J. (5); Wil- liams, W. (1); Wolken, P. (21); Womack, J. (10).

## Division 6

Bergerson, F. (7); Biggs, J. C. (7); Brown, F. M. (18); Buett- ner, E. (14); Cahill, P. (9); Cooper, S. (77); Davis, C. (1); Belmar, E. (25); Dickson, H. (Award card only); French, W.

(1); Gonzales, C. J. (13); Gor- don, T. R. (26); Kirkwood, E. L. (1); Lareau, J. H. (11); Lawson, F. (2); Lennen, A. (10); Levitt, G. M. (16); Lind- berg, C. C. (23); Marecek, J. M. (7); Mellander, W. (10); Miles, G. (6); Miller, G. A. (19); Miller, W. (13); Mireles, J. (1); Moore, R. J. (3); Neal, J. (14); Nix, H. (5); Ortega, O. (21); Paris, S. (23); Pars- ley, B. M. (11); Pegues, M. (9); Pietropaolo, E. A. (12); Ridge, J. (13); Robinson, A. (13); Sartin, A. L. (13); Sel- lers, R. C. (5); Smith, R. E. (14); Todd, W. (10); Watley, M. (13).

## Division 7

Aldridge, J. R. (7); Aleshire, K. (5); Anderson, G. (8); Ben- edict, T. F. (4); Bluford, L. Jr. (2); Bogenberger, D. H. (7); Bowers, S. M. (7); Boyd, N. H. (1); Boykins, L. D. (3); Brooks, N. B. (14); Burrell, G. A. (1); Burrell, S. (1); Burris, C. T. (22); Carlson, O. F. (15); Coleman, J. H. (9); Col- lins, J. L. (4); Cooper, A. (1); Dawkins, R. (13); Devers, J. H. (12); Dunlap, L. J. (2); Ebbers, J. W. (7); Edwards, R. H. (7); Evans, D. (6); Fan- chin, L. (23); Farris, K. L. (6); Felix, Jr., W. (1); Fields, J. E. (2); Fisher, R. L. (2); Fujimori, W. T. (7); Garza, P. S. H. (1); Gordon, F. E. (21); Green, N. A. (8); Guf- fey, W. B. (1); Guglielmino, J. J. (16); Hardgrow, J. F. (8); Haynes, T. L. (2); Hill, R. C. (1); Holsberry, W. K. Jr. (Sup- prvs) (7); Huston, F. J. (4); Jackson, R. E. (15); Jamerson, B. (1); James, L. (1); Jones, J. A. (1); Robert, L. (2); Lee, T. P. (11); Leslie, D. H. (11); Lister, Y. C. (8); Lopez, S. (2); McCain, J. E. (3); Mc- Mahon, S. A. (5); Merriweath- er, W. D. (4); Motley, C. (5); Ockerman, R. A. (1); Panza- riello, A. C. (17); Parnell, H. D. (1); Penny, S. G. (2); Pierce, M. (1); Rayford, Jr., W. (2); Scambellone, W. (11); Shaw, F. D. (1); Skaggs, E. (6); Spizzirri, A. J. (7); Sprin- ger, L. (16); Strong, W. J. (2); Swayze, P. C. (20); Thomas, A. L. (8); Tyree, G. W. (3); Varon, B. (12); Waldo, L. D. (8); Wandler, J.E. (14); Wash- ington, G. (2); Weathersbee, H. A. (2); Williams, B. F. (12); Willis, L. E. (11); Wil- son, J. R. (5); Wilson, D., Jr., (2); Wiltgen, M. F. (23); Wit- cher, E. D. (1); Wright, M. R. (14); Zeranko, G. A. (9); Zip- per, H. (9); Legans, J. E. (1);

## Division 8

Albrizze, J. C.; Anderson, R. S.; Anderson, W. R.; Anderson, F. E.; Barth, R. L.; Battelle, G. I.; Berken, F. T.; Brown, J. W. Bubb, W. F.; Bull, C. H.; Burke, R.; Carmichael, C.; Car- nival, M. J.; Celentano, A.; Christopher, C.; Coble, R. A.; Creer, R. A.; Custead, G. L.; D'Avanzo, N. N.; Deas, J. E.; Elmore, L.; Epperson, H.; Feld- sher, H.; Fisher, A.; Fox, M. B.; Gauch, F. J.; Griggs, F. A.; Guskos, A. S.; Harrison, W. E.; Harter, E.; Hemm, A. R.; Hoff- man, E. A.; Jones, R. P.; Kahl, M.; Kauffman, A. H.; Keenan, W. C.; Lanham, L.; Lavancil, J. D.; Leaver, D. R.; Love, J. P.; Madden, J. M.; Marshall, W. C.; Mathews, F. M.; Maul, R. E.; McKeen, K. S.; McWat- ters, L. W.; Melton, R. M.; Menges, W. H.; Meredith, R. J.; Michael, M. A.; Morgan, R.

H.; Naughton, H. A.; Pierstorff, H.; Purnell, J. J.; Ravens, C. A.; Reinink, L. M.; Robinson, C.; Rodriguez, R., Jr.; Schmidt, J. A.; Shea, J. F.; Shelbi, M. N.; Smith, E.; Solomon, N. B.; Stonefield, R.; Sutton, T. A.; Tumminieri, P. A.; Tummolo, N. T.; Vance, L. L.; Warnock, H. J.

## Division 9

Adair, H. L. (19); Adams, J. I. (2); Alvarez, L. P. (23); An- drews, C. H. (1); Andrews, R. E. (2); Attaway, E. Y. (21); Bailey, J. A. (9); Belote, M. L. (2); Bertas, C. S.; (16); Bish- op, D. D. (19); Brindley, R. J. (6); Cannon, R. J. (12); Caven, J. R. (6); Chassuer, E. (6); Cherry, W. S. (17); Chi- esa, G. B. (17); Corbo, F. V. (8); Dailey, J. R. (6); Dancy, J. G. (7); Davis, N. (14); Denmark, R. L. Jr. (12); Den- ton, D. M. (23); Derra, R. T. (8); Descombes, R. A. (3); Deascentis, W. J. (1); Edicott, E. R.; (23); Engel, V. C. (26); Evans, W. B. (21); Fitzgerald, E. S. (16); Franich, S. S. (23); George, F. (7); Hard, F. G. (20); Harris, F. E. (26); Hew- lett, W. (17); Hobson, F. E. (9); Jayne, R. W. (19); Katz, J. (12); Kohl, H. F. (20); Leal, W. B. (16); Lepins, R. R. (9); Lubak, J. J. (19); Man- clow, L. S. (16); Martinez, A. A. (8); Mauldin, F. L. (16); Mc Knight, V. L. (22); Mc Clanahan, J. A. (1); Monday, R. L. (11); Noe, C. L. (1); Owens, N. W. (21); Panek, J. M. (19); Park, M. C. (15); Poctus, F. J. (19); Riley, G. H. (11); Riley, W. A. (8); Rubio, G. R. (3); Ruiz, F. S. (20); Sanchez, G. (11); Ser- rano, E. (10); Shetler, B. (10); Smith, H. G. (20); Sorenson, E. A. (21); Starkey, F. W. (14); Steadman, C. H. (12); Stevenson, W. M. (18); Stev- ens, J. J. (18); Strobel, K. G. (24); Suggs, W. L. (16); Tharp, B. J. (11); Vogel, B. G. (23); Wade, R. P. (14); Walker, F. K. (26); Weaver, E. D. (21); Wildermuth, R. S. (16); Wiley, B. J. (1); Williamson, J. (9); Wilson, L. G. (15); Wolfe, J. J. (26).

## Division 10

Altmeier, W. A. (7); Bailey, J. (2); Bierce, Jr., D. F. (1); Birkner, L. H. (17); Braun, A. R. (9); Brown, D. L. (1); Ciaccarello, P. R. (14); Col- berg, H. C. (22); Corton, D. H. (2); Craig, Jr., W. B. (1); Curtis, G. S. (1); Deck, G. L. Dickinson, J. A. (11); Doss, O. D. (3); Duncan, N. R. (1); Ebert, V. H. (1); Escobar, G. A. (6); Evans, J. H. (2); Gri- santi, M. N. (10); Hall, J. W. (2); Hashimoto, Jr., M. K. (5); Hazelton, O. E. (1); Huey, Jackson, H. (21); Jacques, A. M. (21); Johnson, J. W. (8); Kalis, H. (19); Krug, J. R. (9); Marin, J. (11); Martin, W. O. (24); Moore, R. D. (15); Moser, H. D. (24); Neal, Jr., J. W. (1); Nelson, E. A. (24); Oawster, S. F. (5); Oli- vo, R. G. (7); Peck, R. D. (2); Rauchfuss, R. E. (2); Richard- son, F. (9); Rodriguez, S. P. (6); Ross, A. F. (14); San- chez, G. M. (5); Seelbinder, R. E. (10); Smith, J. E. (2); Sugimoto, M. (8); Tooley, H. M. (8); Turner, E. C. (12); Ulmen, B. M. (18); Vasquez, P. L. (23); Vickrey, L. E. (22); Whitaker, G. L. (20); Winters, W. O. (1); Sylva, G. R. (1);

## Division 11

Albert, L. J. (10); Barrasa, R. H. (4); Barton, T. C. (2); Bass, J. U. (1); Biddings, W. J. (2); Burkhart, F. B. (10); Bush, D. L. (5); Creal, D. P. (2); Davis, H. R. (8); DeGeere, W. L. (24); Diaz, M. J. (10); Dick- erson, C. M. (3); Dorsey, T. (1); Edwards, L. H. (1); Gal- loway, J. H. (5); Gibbons, I. L. (7); Goines, J. A. (10); Hale, J. N. (1); Harden, E. B. (6); Harsche, R. S. (12); Hea- ton, R. L. (24); Herman, L. G. (15); Hobaugh, C. H. (21); Hudson, E. (5); McLaughlin, E. P. (4); Moors, A. L. (3); Nicoletti, F. J. (23); Palafox, F. A. (10); Patton, J. A. (1); Reed, H. E. (11); Rumsey, B. H. (17); Smith, C. C. (10); Tanner, W. (18); Thomas, T. S. (1); Tincher, J. A. (1); Un- derhill, B. (10); Ware, L. (3); Wheaton, G. (1); Whisner, K. (2); Whittington, B. (13); Wine, P. G. (18).

## Division 12

Abel, Sr., H. (1); Aldrich, W. C. (24); Baker, N. M. (6); Becker, W. R. (8); Benchener, G. J. (12); Bibrow, H. (11); Biddle, T. C. (2); Biehn, D. (9); Birdwell, L. C. (6); Boles, J. H. (3); Bright, W. K. (19); Brittendall, R. L. (21); Cardo- la, J. M. (1); Cather, D. R. (2); Cole, P. W. (13); Corbitt, Jr., C. (1); Cote, L. E. (2); Damron W. S. (22); Dixon, J. E. (23); Ellis, L. H. (21); Finlay, E. L. (20); Garner, C. V. (23); Giu- lietti, J. (16); Glines, M. G. (20); Goodwin, G. G. (11); Haas, H. T. (9); Hamilton, D. F. (17); Hoffman, H. J. (13); Holsberry, W. K. (24); Hoov- er, J. H. (17); Jeffus, J. W. (20); Johnson, C. E. (18); Johnson, L. A. (2); Knoll, P. (23); Larson, A. P. (15); Los- ey, R. E. (22); Mattocks, F. (14); Morgensen, G. M. (23); Parks, D. R. (26); Port, R. M. (1); Reece, B. W. (19); Robi- nett, A. H. (23); Smith, M. B. (24); Smock, N. B. (17); Starks, C. (1); Turpin, W. H. (7); Underwood, W. R. (2); Vaden, H. R. (24); White, G. J. (21); Williams, G. C. (22); Willis, W. R. (10); Withers- spoon, W. E. (24); Wright, E. E. (18).

## Division 13

Andre, D. E. (23); Anunson, H. E. (18); Armes, R. D. (16); Banks, P. R. Jr. (24); Blake, F. J. (2); Cleveland, D. R. (3); Crawley, E. C. (25); Elliott, J. D. (21); Gibson, H. K. (19); Hayes, F. L. (7); Horn, O. N. (25); Hudson, R. Jr. (14); Larson, L. W. (16); Lee, W. L. (14); Morgan, J. J. (1); Morrissey, H. W. (21); Nawrocki, W. (7); Ray, W. A. (1); Troy, W. A. (14); Wheel- er, O. J. (23).

## Division 18

Airhart, R. (11); Avery, P. J. (26); Baker, R. E. (8); Box- tim, J. (8); Brancato, G. J. (24); Brannan, R. D. (12); Broge, B. A. (19); Dambrum, M. B. (21); Darling, L. A. (9); Feickert, P. R. (1); Garcia, A. R. (4); Gillespie, D. E. (21); Gilmartin, J. F. (8); Johnson, D. R. (14); Jones, C. E. (5); Kochanski, V. W. (16); Long, L. W. (7); McGee, F. C. (5); McGee, W. M. (15); Mulder, G. D. (1); Paternoster, Jr., E. L. (6); Presley, J. A. (2); Schonborn, J. (25); Teem, W. A. (10); Vacher, M. E. (26); Woodie, H. C. (20).

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**THOMAS O. TRUDEAU**  
Supervisor  
9-13-71  
Years of Service: 14

## PROMOTIONS

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

**ARTHUR J. JANKS**  
Electrician to Electrician Leadman