



HEAD



WAY

Southern California Rapid Transit District

Volume 2 Number 9 Oct. 10, 1975

Heart Attack Prevention Program Underway

Male District Employees Ages 35 - 37 Years Of Age Are Participating

RTD will be about to wind up a free heart attack risk screening program for all male employees aged 35-37, and for husbands of all female employees. The screening is part of a nation-wide federally-funded effort to stem the incidence of heart attacks and other cardiovascular diseases among the male population.

The program, called the Multiple Risk Factor Intervention Trial (MRFIT), is being conducted by the University of Southern California School of Medicine and the National Heart and Lung Institute. The objective of the program is to reduce the risk of heart attack by getting at the three known risk factors connected with heart attacks: high blood pressure, high cholesterol and smoking.

Mobile units are visiting all RTD divisions to perform required screening services. Details of the screening are kept completely confidential. Screening includes filling out a short questionnaire, making three blood pressure determinations and analyzing a blood sample to determine the cholesterol level. This takes about 20 minutes.

According to Dr. Eugene Schallert, of the USC School of Medicine, cardiovascular diseases are the major health problem of men in their productive years. Statistics show that roughly half of all American males will experience a serious problem with their hearts.

Dr. Schallert said the program is concerned both with the study and prevention of cardiovascular diseases.

Men found to be high risk during the first screening, will be asked to consent to a second, more intensive, screening. If the individual is still found to be "a risk," he will be asked to participate in a special six-year program designed to help him eliminate these high risk factors.

The program consists of weekly meetings with other men found to be high risk.

Dr. Schallert said "Stress, and how a person handles it, seems to affect the incidence of heart attacks. He said that while heart attacks are not limited to men their occurrence among women is still low compared with the rate among males, who have a 50 per cent chance of contracting cardiovascular disease."

All male employees, aged 35-57 years are urged to attend the screening.



MAKING PLANS—RTD General Manager Jack R. Gilstrap, center, and George W. Heinle, manager of operations, right, review plans for the District's Heart Attack Prevention Program with Dr. Eugene Schallert, left, of the University of Southern California School of Medicine. Dr. Schallert was former local director of intervention in the program.

Males 35 - 37 Years Of Age Heart Attack Prevention Program Schedule; Remaining Free Checkups:

DATE	DAY	DIV/DEPT	LOCATION	TIME
10-9	Thursday	12	Long Beach	9 am - 5 pm
10-10	Friday	18	190th St.	9 am - 5 pm
10-14	Tuesday	All South Park	E. 55th Park	7:30 - 4 pm
10-15	Wednesday	425 So. Main	Downtown	7:30 - 4 pm

(for more information contact Michaele Pearce Ext. 224)

Employees Make Blood Drive A Success

One hundred and seventy employees turned out to make this year's blood-drive the most successful ever. For more on the blood-drive, turn to page 2.

It's Been A Busy Year For The Building And Grounds Section

Taking Care Of District Property A Big Job

RTD's building and grounds section, which is responsible for maintaining all District property, has been having a busy year.

In addition to actually constructing District facilities such as Divisions 15 and 18, the section also puts in sewer lines, does cement work, supplies division fuel to lubrication facilities and reconditions the shops.

According to Carl Johnson, superintendent, the section "does everything it takes to maintain company property, including sometimes working on the Transit building in downtown L.A."

The section operates from South Park Shops as part of the Department of Maintenance and Equipment, headed by George H. Powell. Johnson, a 29-year veteran with the District, began as a Division 3 bus driver. He later became a maintainer "A" and last year was named superintendent of building and grounds.



HANDLE WITH CARE—The crew of the building and grounds section recently installed a 10,000-gallon fuel pump at Division 7, replacing a ruptured one.

The entire job was done by hand in order not to disturb two adjoining fuel pumps.

The section normally installs such pumps in a few days. This particular job, however, took a week. A six-man crew worked on the project, using a crane, a hydraulic hog, and, according to Johnson, "a lot of shovels."

District Blood Drive A Success

The Annual District Blood Drive was the most successful ever in history of the District, according to Blood Drive Chairman Bill Kendall.

"The results exceeded all expectations" Kendall reported.

He said one hundred and seventy District employees reported to 425 So. Main Street or rode the special Red Cross Shuttle van from 1060 So. Broadway to donate blood. As a result, according to Kendall, 127 pints of blood have been credited to the District's Blood Bank.

"Congratulations, RTD Blood Donors, and special thanks are due those employees who did report, even though they may have been deferred for various reasons," Kendall pointed out.

He said Blood-Drive coordinators who recruited donors in their respective departments should also be commended for their role in the campaign. A list of coordinators and their departments follows:

- Dorothy Newell Payroll
- T. L. Gibbons Transportation Services
- John Anaya Engineering
- Joseph D. Fillmore Legal/Insurance
- William M. McGee Instruction 3297
- Jack P. Farley Transportation
- W. Ferguson Fiscal & Accounting
- Art Rahmani Labor Relations
- Steve Sigurdson Data Processing
- Patti Kelly Purchasing & Stores
- Doris Darby Safety
- Diane Anderson Rapid Transit
- Rose Marie Cendejas Customer Relations
- Sara E. Romero Customer Relations
- William Young Special Agents
- Ralph Wilson Operations
- Alice Sahlin General Accounting
- Neil Bjorenson Planning
- George R. Loveday Planning
- John S. Burton Schedule



Volunteers wait for the Red Cross shuttle van to take them to the scene of this year's District Blood Drive. Standing clockwise are: Nina Capoccia, pension and insurance clerk; Dan Miller, associate advance planner and Information Operators Hazel Eremento and Sylvia Jackson.



SCREENING—Prospective blood donors were screened to determine their eligibility. Screening included a blood pressure test, and analysis of a blood sample, taken from prospective donor's ear lobe.

Trolley To Yesterday



"Huntington Standard" streetcar 525, built in 1906, was at one time the standard city streetcar in Los Angeles. Los Angeles Railway operated several hundred of these wooden cars — and some were still in service into the early 1950s.

When the Red Cars stopped running and the streetcars in downtown Los Angeles called it quits, the trolley cars vanished in Southern California, right?

Wrong. The trolley is alive and well in the Riverside County town of Perris, where the Orange Empire Trolley Museum is located. In addition to the various rail vehicles familiar to Southlanders who recall the era, there are coaches from such places as San Diego, Fresno, San Francisco, New Orleans, and Dublin, Ireland.

The museum, the third largest of its kind in the country, is operated and maintained by an enthusiastic corps of volunteers. It's open from 11 a.m. to 5 p.m. on Saturdays, Sundays, and holidays. Parking and admission are free.

Visitors can ride as many as six of the old-time vehicles on two tracks located at the park. A modest fare is charged for the rides.

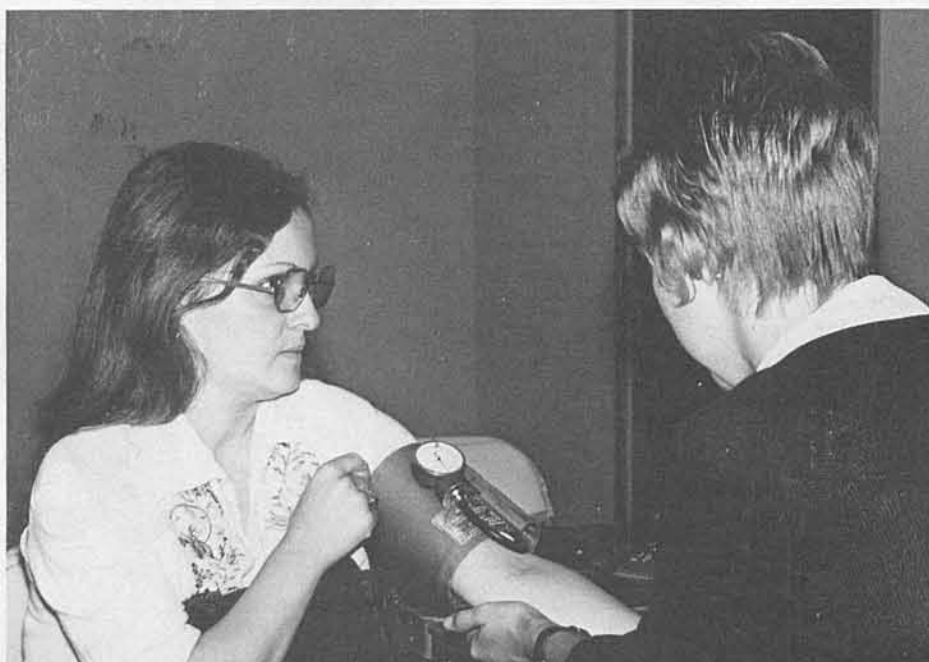
In addition to passenger cars available for riding, the museum has steam cars, electric freight equipment, and work and construction vehicles.

Work is in progress to expand the activities of the museum. Future plans call for a "main street" of old-time buildings, more tracks, and exhibition of other vehicles — including a double-decker bus, presenting awaiting restoration.

Perris is located just south of Riverside on US 395 (I-15E). From Los Angeles, take California 60 to Riverside; from Long Beach or Orange County take California 91.



REFRESHMENTS FOR DONORS—After donating blood, three employees relax with juice and cookies. From left, at table are Pedro Alatorre principal administrative analyst, accounting supervisor E. B. Freeman, and instructor Robert Hayes.



Vicki Vargas, secretary to general superintendent of transportation John H. Walsh, gets her blood pressure checked.

3,000 Attend Division 9 "Family Day"

Employees Celebrate New Division With Day of Fun and Games

Some 3,000 RTD employees were given a day-long look at the District's newest operating division—Division 9 at El Monte—on Saturday, Sept. 13.

The new \$3 million facility can handle more than 300 buses and is one of the most modern in the United States. Employees and their families were impressed by the "division of the future" and participated in a day of games and communion with fellow workers in the District's special Summer Olympics. Forty-eight employees competed in five events, three of which were spoofs of real athletic events—so much to the delight of the many visitors to Division 9.

The Olympics were not limited to men, and a handful of determined ladies also competed in the events.

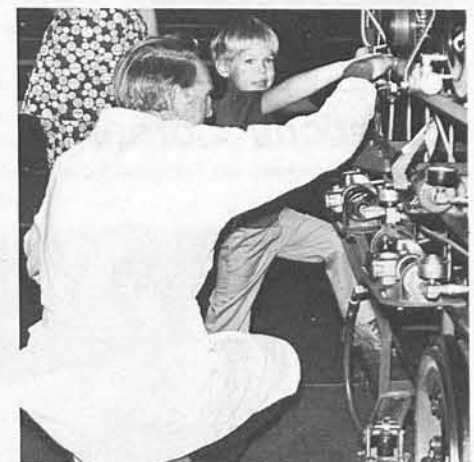
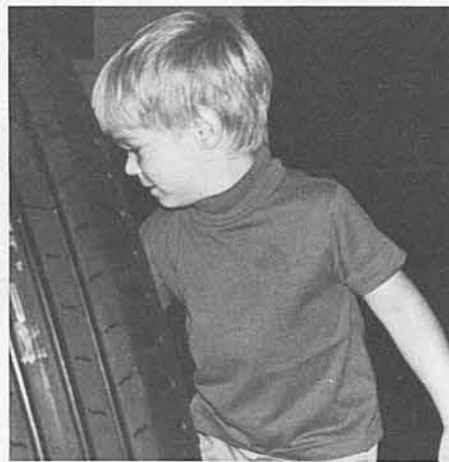
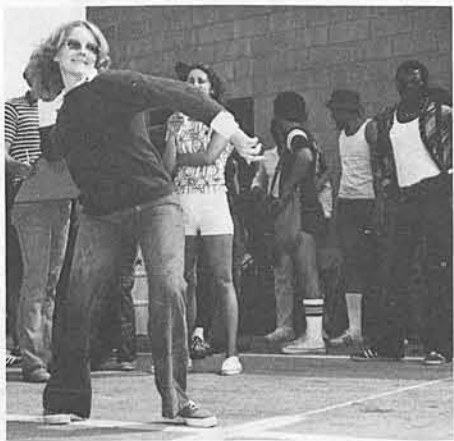
The most humorous event was the "javelin" throw, but the javelin was actually a plunger. The "shot put" event also provided some laughs—the shot was a styrofoam Nerf Ball in disguise. And the third spoof was a relay race in which the runners had to carry a water-filled plastic bag without dropping it or having it break.

The two serious events were the standing broad jump and the 100 yard dash.

The team from the transportation department of Division 2 walked off with top honors, piling up 22 points. Division 1, transportation, was second with 17 points, and Division 2, maintenance, was a very close third with 16.9 points. Division 6 transportation was fourth with 15 points.



HELIUM BALLOONS AND CHILDREN transformed Division 9 into a family picnic area as the RTD showed off its newest maintenance and operations facility in El Monte. An estimated 2,000 persons visited the division, and more than 4,500 balloons and three cases of bus cutouts were given away.



LONG AND SHORT OF IT—Little boy measures his height against that of an RTD bus tire, while husky athlete tries his hand at the shot put. The day-long festivities featured events that gave everyone a chance to participate.

ALONG WITH THE BALLOONS, Division 9 visitors also saw demonstrations of bus water bumpers, and inspected various classes of equipment and devices like the electrical system used in mechanics' training courses.



RTD FAMILIES WERE TREATED to several maintenance exhibits inside the spacious new garage. Division 9's maintenance shop features the most modern and efficient design in the industry, and houses two hoists and six double pits which can accommodate 12 buses at a time.



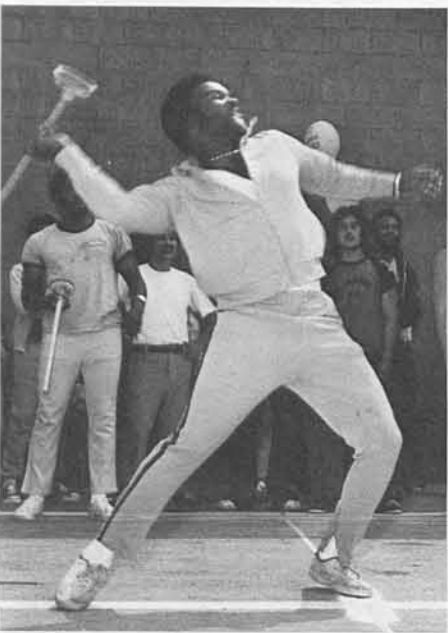
THE DOUBLE DECK BUS proved to be one of the most popular features of the employee open house. Approximately 3,000 passengers rode coach No. 9900 during the day. Rides were also offered on a new minibus, and on a standard coach as it passed through the fully-automated bus washer.

(See next page for more on Family Day at Division 9)

Division 2 "Runs Away" With Olympics



DAY OF WINNERS—Although Division 2 transportation department speedsters piled up a total of 22 points to 'run away' with top honors in field competition, it was a day of winning because each of the 3,000 attendees left the day-long event feeling victorious.



Operations' Corner

(This is the second in a series of articles by George Heinle, RTD Operations Manager)

Security: Where We Stand, Where We're Going

— by George Heinle —

Of all the subjects discussed around the trainrooms and at the Rap Sessions, the driver's personal safety is number one. Violence appears to be on the upswing in all segments of our society and the necessity for a public transportation system to penetrate all areas of our community, both day and night, exposes the bus operator to a vast number of potential altercations and assaults.

What actions are being taken now and what is planned for the future are questions being asked by many concerned operators. Because the District is as concerned as you are about this problem, the next two columns will be devoted entirely to those actions.

A number of things have already been done to aid the operator. The District currently has 632 radio equipped buses, 613 of which have the silent alarm modules (S.A.M.). This equipment allows the operator to alert the Dispatch Center to a potential problem on the bus. The dispatchers in turn can exercise several operations depending on the nature of the problem. S.A.M.-equipped buses are assigned to high crime areas and owl runs with the longest vehicle time.

Additionally, all District buses have their bus number painted on the roof for quick identification by helicopters. Not only do these numbers provide valuable assistance in identifying and aiding an operator in trouble, but provide a means of locating

and dispatching buses during a time of national emergency.

As an additional means of alerting the police to a problem an operator may be experiencing on his bus, each bus is equipped with flasher lights that can be seen by a passing patrol unit.

Assaults, depending on their seriousness, can be subject to Code 2 treatment in which local police and ambulance crews and our own Special Agents are activated by the dispatcher.

While these innovative procedures are not the total answer to eliminating assaults, they have had a significant effect in reducing the number of assaults on our operators. Even with the crime rate climbing nationally, the number of assaults on our operators for the first six months of 1975 has declined 30 per cent over the same period last year.

Unfortunately, these procedures are not without their problems. The Operations Department has received reports that, on occasions, the police have simply ignored the flashers. When this occurs, Operations needs to have specific information about the incident, i.e., what city it happened in, time of day, etc., in order to correct these problems. District lines operate through dozens of incorporated areas, each with its own law enforcement agency which has assured the RTD of its cooperation.

Several operators have reported that they have activated their S.A.M. units and the dispatcher has not responded. Again, Operations needs specifics in order to

thoroughly investigate the matter. As manager of operations, I have requested that all miscellaneous reports regarding the failure of response to silent alarms be sent to my office so that the department can insure against reoccurrences.

We have received a number of suggestions offering solutions to our current problems. They include armed guards on District buses penetrating high crime areas operators carrying hand guns and curtailment of service in trouble areas after sundown.

Each of these ideas has been explored and rejected for a number of reasons. Law enforcement agencies agree that the presence of armed guards on public transit vehicles suggests an imminent danger to the passenger exists at all times. While it is true, there are isolated incidents that tend to unnerve some passengers, they are too infrequent to warrant the presence of armed guards on our buses.

The idea of operators carrying guns poses the same problem as armed guards. Additionally, it would require that each operator be licensed to carry a weapon and trained in the art of using it.

And, finally, the curtailment of service in high crime areas after sundown would deprive those citizens of bus service who depend on public transportation as their only means of getting around.

I would like to bring you up to date on the exciting new training program that has just gotten underway. The training course is

designed to help you cope with the various people-related problems that may occur on your bus. The course encourages a free exchange of ideas and expressions that will help form the basis for a common sense approach to dealing with these problems.

Three main objectives are evident throughout the course. (1) Prevention - To provide the operator with the know-how to prevent little problems from becoming big problems or not happening at all (2) Handling Difficult Situations - To provide the operator with practical experience in dealing with problem situations that may arise between passengers or between passengers and operators (3) Handling Dangerous Situations - To provide the operator with a background of knowledge for dealing with emergency situations and to understand how to use the backup systems available to him.

To accomplish these objectives, the course is divided into four categories: Common operator/passenger disputes; emergency backup systems; special passenger populations — juvenile, elderly, handicapped, etc.; and skills development.

Operations is confident the course will provide you with a better understanding of the legal parameters you work with in as well as a clearer definition of the rules you are governed by. The course will also provide you with an awareness of management's desire to work with you in finding answers to these complex problems.

They Got Involved

Five Mechanics Cited For Saving Life

Quick thinking and equally quick action by five RTD mechanics saved the life of a car-crash victim and earned the men citations for heroism by the RTD Board of Directors and the Los Angeles Fire Department.

The recent action by Division 15 mechanics Virgil Owens, Cory Clarkson, Mike Bottone, Jerry McFadden and Robert Blackwood sparked two ceremonies in their honor.

The men heard the sound of an auto crash near their division and rushed to the scene. The wrecked car containing the injured driver caught fire. Owens called the fire department, Clarkson entered the car to shut off the ignition as flames erupted. Bottone, McFadden and Blackwood used extinguishers to put out the fire, after extricating the driver.



HONORED—At RTD Headquarters after commendation ceremonies at Sun Valley fire house, RTD mechanics who acted quickly to save the life of injured stranger displayed their awards. Representing the Los Angeles City Fire Department are (from left) Battalion Aide Douglas Morton and Battalion Cmdr. Leo J. Najarian; Division 15 maintenance manager Tex Lawson and mechanics Mike Bottone, Virgil Owens, Jerry McFadden, Robert Blackwood and Corey Clarkson.

After 24 Years

Ed Auger Retires



Edward O. Auger, who retired as a draftsman from the department of bus engineering facilities after 24 years, was feted at a retirement luncheon, held at the Biltmore Hotel. Twenty eight of Augers co-workers from the Departments of Bus Engineering Facilities and Rapid Transit at-

tended the event.

Fellow employees gave Auger a briefcase as a farewell gift, and their best wishes for a happy retirement.

Presenting the gift is Sam Black, chief of Bus Engineering Facilities.

Former Operator L. V. Blackmore Praises District Bus Service

Enjoyed His Years With The District

HEADWAY, always pleased to hear from both current and retired employees, recently received a letter from former operator Lloyd V. Blackmore. Blackmore retired in 1968 and now lives in Guthrie, Oklahoma. Of his years with the District he says "I have only good memories of the men I worked with, and I really enjoyed my 32 years with the company."

Blackmore recalls that when he was an RTD driver "fares were a bit high because everyone who could drive a car did, and those who rode buses had to pay for those who didn't."

He says transportation in Guthrie is a far-cry from RTD's vast operations. "The only transportation in Guthrie, pop. 9, 620, is a taxi or a private car. The only transportation

to the nearest metropolitan center, Oklahoma City, is a daily transcontinental bus that stops in Guthrie and a Santa Fe train that goes once in the morning and once in the evening. In Oklahoma City itself, there is a 50 cent flat-fare structure."

Blackmore concludes his letter by writing:

"When I retired, there were about 2,700 operators who gave what I thought was very good service. Now there are more than 4,000 operators, but I have come across criticism that RTD service is not good at all. This just does not seem to add up.

"I, for one, resent criticism from those who wouldn't ride a bus if it had a 30-second headway. Let those criticize who themselves are in public transportation, not those who wouldn't be caught dead on a bus."



DOING A GOOD JOB—The walls at Division 3-10 in Highland Park recently got several new coats of paint from a group of neighborhood teenagers.

The youths were taking part in a federally-funded program aimed at discouraging neighborhood vandalism. The project, administered by the Los Angeles Police Department, pays teens to paint, restore and clean up neighborhood property. Participating teens then explain the project and its goals to their friends and urge them not to destroy or deface community property.

Frank Denaro, far left, maintenance manager at Division 3-10; Elisha Howard, center; and Lenward Hawkins, right, help the youngsters get started painting the wall. The Department of Equipment and Maintenance supplied the 40 gallons of paint required for the project. It took 20 youths, aged 14-18, about three hours to paint the wall.

SAM OLIVITO GETS "SURPRISE"

ON TARGET—The man with the pie in his face is Sam Olivito, government community representative. The occasion is Olivito's birthday party. Wielding the creme pie is Ralph de la Cruz, government relations. In stitches in the background are Pat Coble, administrative staff assistant and Joe Zayas, assistant grants coordinator - two of de la Cruz's co-conspirators.

After the incident, everyone had coffee and cake and seriously wished Sam a Happy Birthday.



PROMOTIONS AND TRANSFERS

Name	Classification	Div./ Dept.	Date Employed	Date Effective
Anderson, Taylor (NMN)	From: Mopper/Waxer To: Messenger Clerk	7200	5/20/74	8/18/75
Becker, Elfriede G.	From: Instructor of Telephone Oper. To: Senior Inst. of Telephone Oper.	5000	2/21/56	8/20/75
Bjomsen, Neil	From: Transportation Planning Analyst II To: Assistant Surface Planner	4200	5/28/75	8/24/75
Boyett, William R.	From: Rel. Division Maintenance Manager Foreman II To: Division Maintenance Manager	3305	9/17/44	9/1/75
Broughton Jr., George	From: Operator To: Operator-Extra Schedule Checker	3203	7/27/73	8/15/75
Brown, Thomas R.	From: Supt. of Divisions and Stations To: Assistant to General Superintendent of Transportation	3299	5/18/39	8/20/75
Curry, Darrance A.	From: Operator To: Schedule Analyst	3500	2/27/75	8/17/75
Ellis, Joe	From: Operator-Extra Schedule Checker To: Schedule Checker	3500	5/23/70	8/20/75
Evanston, Willard	From: Mechanic "B" To: Mechanic "A"	3314	2/2/67	8/24/75
Fassbender, Herbert J.	From: Mechanic "A" Leadman To: Roving Equipment Foreman I	3399	2/28/61	9/7/75
Francey, John	From: Operator-Extra Schedule Checker To: Schedule Checker	3500	8/24/73	8/18/75
Gatewood, James	From: Mechanic "A" To: Mechanic "A" Leadman	3305	5/7/57	8/10/75
Gerhardt, Wayne J.	From: Administrator of Labor Relations To: Transportation Project Development	3099	4/15/42	8/31/75
Hall, Fredrick G.	From: Operator-Extra Schedule Checker To: Schedule Checker	3500	2/5/59	8/14/75
Holmberg, John R.	From: Advance Planning Analyst II To: Assistant Surface Planner	4200	4/15/75	8/24/75
Howard, Arthur C.	From: Equipment Foreman I To: Relief Division Maint. Manager Foreman II	3399	9/27/56	9/7/75
Hundal, Simkie (NMN)	From: Temp. Schedule Typist To: Schedule Typist	3500	6/9/75	8/18/75
Jones, Tommy R.	From: Mechanic "A" To: Mechanic "A" Leadman	3318	10/21/55	8/24/75
Krafft, Roland W.	From: Asst. to General Superintendent of Transportation To: Superintendent of Divisions	3299	7/8/42	8/20/75
Lee, Pauline (NMN)	From: Schedule Typist To: Secretary II	3500	11/26/74	8/18/75
Loya, Edmund D.	From: Mechanic "B" To: Sheet Metal Worker	3314	4/9/74	8/24/75
Lundstrom, Steve M.	From: Schedule Analyst To: Planning Analyst I	4200	9/12/74	9/7/75
Marquardt, Melvin F.	From: Asst. Dir. of Personnel To: Pension Investment Admin.	7099	3/16/64	8/25/75
McGlothem, Jerri A.	From: Typist Clerk To: Key Punch Oper.	7300	2/10/75	8/19/75
Miller, Jan T.	From: Key Punch Oper. To: General Clerk	7300	3/27/74	8/19/75
Moore, Warren J.	From: Utility "A" To: Utility "A" Leadman	3309	7/30/69	8/24/75
Morris, William A.	From: Mechanic "B" To: Mechanic "A" Leadman	3301	9/26/73	8/24/75
Nott, Franklin W.	From: Operator-Extra Schedule Checker To: Schedule Checker	3500	10/6/46	8/13/75
Portier, George M.	From: Mechanic "B" To: Mechanic "A"	3314	4/21/60	8/24/75
Purcell, J. F.	From: Schedule Checker To: Schedule Analyst	3500	10/15/71	8/14/75
Rendon, L.	From: Operator-Extra Schedule Checker To: Schedule Checker	3500	1/14/72	8/17/75
Richardson, Shirley D.	From: General Clerk To: Typist Clerk	6200	11/22/74	8/17/75
Rodriguez, Scarlett K.	From: Planning Librarian To: Research Assistant	4200	3/21/74	8/17/75
Schlegal, Larry Lee	From: Operator To: Schedule Analyst	3500	6/23/75	8/17/75
Sullivan, D.	From: Operator-Extra Schedule Checker To: Schedule Checker	3500	6/7/69	8/16/75
Sun, Paul Shih-Chieh	From: Management Trainee To: Transportation Planning Analyst II	4200	8/5/74	8/18/75
Tani, Elaine Y.	From: Secretary II To: Secretary III	9500	7/15/74	8/20/75
Taylor, Peggy Jene	From: Trans. Planning Analyst I To: Trans. Planning Analyst II	4200	3/6/63	8/17/75
Thomas, Horton A.	From: Mechanic "B" To: Mechanic "A"	3314	6/18/71	8/24/75
Warth, John	From: Roving Equipment Foreman I To: Equipment Foreman I	3301	9/24/57	9/7/75

Name	Classification	Div./ Dept.	Date Employed	Date Effective
Weimer, William C.	From: Operations Special Projects Manager To: Employee Relations Special Projects Manager	6099	9/24/46	8/31/75
Wells, James B.	From: Mopper/Waxer To: Messenger Clerk	3110	11/28/69	8/23/75
White, William L.	From: Mechanic "B" To: Mechanic "B" Leadman	3306	4/3/75	8/17/75
Williams, J. N.	From: Operator-Extra Schedule Checker To: Schedule Checker	3500	11/20/73	8/19/75
Wilson, Richard L.	From: Management Trainee To: Transportation Planning Analyst II	4200	8/5/71	8/18/75

RETIRED

Name	Classification	Div./ Dept.	Date Employed	Date Effective
Baker, Roscoe Edmund	Operator	3211	6-3-53	8-16-75
Chiesa, George Edward	Operator	3209	5-6-53	9-2-75
Fowlston, Roger (NMN)	Division Dispatcher	3215	8-12-57	8-17-75
Fox, Edmond Joseph	Division Maintenance Manager	3305	5-11-57	8-31-75
Goddard, Raymond H.	Mechanic "A"	3308	2-21-53	9-1-75
Hall, George Albert	Former Operator Trans. to Ind. Leave 4-23-75	6201	4-10-53	9-1-75
Walker, Ernest (NMN)	Operator	3215	1-18-51	9-1-75

DECEASED

Name	Classification	Div./ Dept.	Date Employed	Date Effective
Arthur, Herschel C.	Former Operator Retired 6-1-70	3209	3-14-41	8-18-75
Churchill, Walter S.	Former Operator Retired 7-28-72	3208	7-9-37	8-26-75
Fowler, Thomas H.	Former Equipment Foreman Retired 6-1-54	3310	1-22-29	8-12-75
Harris, Alexander C.	Former Operator Retired 1-1-71	3202	6-13-47	8-31-75
Head, Benjamin S.	Former Operator Retired 3-1-48	3203	5-18-20	7-30-75
Land, Vernon A.	Former Trafficman Retired 4-26-75	3221	10-26-43	8-22-75
Stevens, Wilbert E.	Former Operator Retired 11-1-66	3202	2-25-43	8-28-75
Walsh, William J.	Former Operator Retired 7-1-65	3212	9-28-59	8-17-75



A FOND FAREWELL—Joe Cooper gets "busses" from Diane Gustafarro, left, and Jane Bouffard, right, secretaries in the planning department. Watching the proceedings at far right is Barbara Swaine, a secretary in planning. In back of Jane is Elmer Markles, property and project analyst. Standing next to Markles is Mikes Barnes, news bureau representative, and Lucille Torrez, clerk typist in personnel. Edna Wilkerson, secretary to Jack Gilstrap, is at far right.

At a recent farewell party, hosted by RTD's Planning Department, Joseph "Joe" Cooper, senior surface planner, was wished luck by hundreds of friends and colleagues, as he leaves RTD to assume the position of manager of operations for the Orange County Transit District. Cooper credits a good part of his transit training to RTD. "Four years ago, I began in RTD's operations department and the experience I gained there was most rewarding," said Cooper. "My subsequent transfer to surface planning gave me a new dimension in public transit." Cooper continues, "Working for the District has certainly been an educational experience for me." Cooper said "I have made many friends here, at the District, and I appreciate their good wishes." "Au Revoir and Good Luck, Joe Cooper, from all your friends at the District!"

HEADWAY

Volume 2 Number 9
Published by and for the employees of the Southern California Rapid Transit District. Send stories, photos, or just the facts to Editor, HEADWAY, Room 500, 1060 S. Broadway, Los Angeles, Calif. 90015.

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

U.S. POSTAGE
paid
FIRST CLASS
Los Angeles, Calif.
Permit No. 28201