

# AB 544: Logical Approach to Public Funding of State's Transit Agencies

A new bill to extend the state's 5% sales tax to purchases of gasoline, with the stipulation that 80% of the new revenues be used for local development of public transit facilities and services throughout California, was introduced February 17 in the State Assembly.

Authored by Assemblyman Wadie P. Deddeh (D, Chula Vista), chairman of the Assembly Transportation Committee, and co-sponsored by a bi-partisan group of other lawmakers, the State Public Transportation Development Act would generate an estimated \$150 million in additional revenue yearly. \$120 million of this total would be available to aid public transit properties, and the other \$30 million to replenish the general funds of the counties and cities.

According to Dr. Norman Topping, RTD President, "Assemblyman Wadie P. Deddeh's proposed bill is certainly the most logical, clearly-thought-out approach to the pressing problems of obtaining public fund support for California's transit properties ever proposed. If passed, it will materially assist the Southern California Rapid Transit District in maintaining the present economical level of fares, while improving the frequency and efficiency of transit services in our four-county service area."

Under terms of the State Public Transportation Development Act, 20% of the 5% sales tax on gasoline would be returned to cities and counties for general fund use. This is the same distribution ratio now in effect under existing sales tax collection procedures. The remaining 80% would be placed in a newly created State Public Transportation Fund to be administered by the Secretary of Business and Transportation.

Jack R. Gilstrap, District General Manager, pointed out the direct financial benefits to transit carriers in the state.

"In areas where rapid transit districts are now in operation, they will be eligible to receive funds to finance new transit projects, buy new equipment, help meet operating deficits, capital requirements and debt service. Municipally-owned carriers also will qualify for funds produced by the sales tax on gasoline.

"One of the outstanding features of this progressive bill will be the assurance of continuing financial support for transit districts and municipally-owned transit systems," Gilstrap continued. "This, in effect, will place every transit property in the state on a sound, pay-as-you-go basis in undertaking new purchases of equipment and financing new transit projects."

After satisfaction of current claims of the transit systems, a portion of the excess funds from the tax would be allocated for future appropriation to transit projects by the legislature, and the remainder subvented to local governments.

Of the \$150 million generated in the Fund's first fiscal year (1971-72), the RTD and municipal transit operations within the District could be eligible for about \$43 million. "This would also mean that the RTD could qualify for its fair share of the \$400 million expected to become available for California under the federal Urban Mass Transportation Assistance Act, signed into law last October," said President Topping. "As things now stand, since expiration last December of the 1/2¢ temporary sales tax, the Rapid Transit District may soon be unable to qualify for one cent of that money."

Topping called attention to the fact that the District has continued to maintain bus service in its four-county service area without an increase in the basic 30¢ fare since 1967. "This was accomplished in an unprecedented time

of sharply escalating operating costs, compounded by a severe recession in which Southern California was particularly hard hit."

Public transportation is the only means available to hundreds of thousands of Southern Californians in all age groups who have limited or no access at all to automobiles.

Gilstrap pointed out that the District served the second most populous metropolitan area in the U.S., providing service to a population of more than 7 million. He noted that the RTD carried more than 200 million passengers in 1970.

"Studies have revealed that approximately one-third of the weekday trips on District buses are made to and from places of employment," Gilstrap continued. "So it's not merely a matter of 'convenience' to our patrons: For many thousands of these people, their very livelihoods may depend on the availability of RTD's services."

The Rapid Transit District faces an operating deficit of \$15.4 million in 1972, according to Gilstrap. "Prompt passage of AB 544 is essential. It will provide the continuing base of public support to offset projected deficits.

"A possible increase in the basic fare, coupled with a reduction in services that might result if AB 544 or similar legislation fails to pass, would be nothing less than tragic," said Gilstrap. "These actions would place a severe hardship on the very people who use and need our services most. Not to mention their adverse effects on the Southland's already crucial traffic situation: I hesitate to speculate on the effects of higher fares and reduced services on the congested traffic situation in Southern California.

"It seems obvious," he concluded, "that the token 1 1/2¢ addition cost per gallon the proposed sales tax would impose is a small price indeed to pay for more freeway mobility, less congested surface streets, and more breathable air for all of us."

RTD Flyer takes on a new look with this issue. Plans are that the publication will be issued on a more frequent basis than in the past, which will allow for more complete coverage of news of the District and its employees.



RTD Vice President Thomas G. Neusom looks on approvingly as Mort Jacobs, Senior V.P., Los Angeles Area Chamber of Commerce, presents "Operator of the Year" Charles R. Jenkins with special plaque. Jenkins was selected for the honor from 12 "Operators of the Month."

## Courtesy Pays Off: RTD Operator Honored

Charles R. Jenkins of Mission Hills was named RTD's "Operator of the Year" during RTD's May 4 Board of Directors Meeting in downtown Los Angeles. He was selected for the honor from the 12 public transit professionals named "Operators of the Month" during 1970.

Mort Jacobs, Senior Vice President of the Los Angeles Area Chamber of Commerce and President of Southern California Gas Company, joined RTD Vice President Thomas G. Neusom in presenting a special plaque to Jenkins.

A bus driver for nearly four years, Jenkins, 29, was an operator on the North Hollywood-Sun

Valley-Roscoe Boulevard Line 16 when nominated.

The passenger nominating Jenkins for the courtesy award noted, "Mr. Jenkins has performed little acts of kindness to all of us during our journeys. One in particular was the lady who could not speak English, who was on the wrong bus, miles from her destination. This kind driver got another commuter to take the elderly lady home with her to call the lost passenger's relatives to come for her."

The writer went on to note that there were many other gems of kindness, too numerous to mention.

## DOT Approves Busway Environmental Impact Report; Project Now Under Final Review

U.S. Department of Transportation's Secretary John Volpe has approved the environmental impact report on the \$52 million El Monte-Los Angeles Exclusive Express Busway, it was announced Monday, May 17.

Approval of the Report followed a meeting called by Congressman Charles E. Wiggins (R., 25th Dist.) in Washington when he learned Secretary Volpe had questions concerning costs of the project and its possible effects on the Southland's environment.

Representing the SCRTD at the meeting were RTD President Dr. Norman Topping, General Manager Jack R. Gilstrap, Director of Governmental Affairs and Special Projects Jack Stubbs and Board Member Leonard S. Gleckman. Representatives from Governor Reagan's office, the State Highway Commission, Los Angeles Area Chamber of Commerce, and the offices of the state's two Senators and other members of the Congressional delegation were also present.

"We had been concerned that misunderstandings might delay approval of the Busway," Congressman Wiggins said. "Now that the impact report has been signed by Secretary Volpe, I'm sure we

can expect DOT's approval of the total project in the very near future."

According to Dr. Topping, "Secretary Volpe's action clears the way for final review of the total Busway project, a vital factor in easing the traffic congestion on the San Bernardino Freeway between the two cities. We are confident that final approval will soon be forthcoming and that construction can begin at an early date."

Gilstrap said the Busway, which will run 11 miles from El Monte to downtown Los Angeles along the Southern Pacific railroad right-of-way, will provide inbound/outbound lanes for exclusive use of 65-miles-per-hour Busway Flyers.

"The trip from El Monte to downtown Los Angeles will be completed in 18 minutes when the Busway is operational," Gilstrap explained. "It now takes 35 to 45 minutes during peak commuter hours to make the same trip."

## Credit Union Now Federally Insured up to \$20,000

Accounts at the Transit District Employees Credit Union are now covered with Life Savings Insurance. The credit union qualified for the new insurance shortly after it became available last year.

This new coverage assures protection for savings up to \$20,000 in case the credit union should ever become insolvent and have to liquidate.

## Nation's First... Disc Brakes For Buses With Estimated 100,000 Mile Life Span

Giant versions of the disc brakes currently used on many of the better quality passenger automobiles are being tested on five of RTD's new 7000 class buses.

This is the first time a brake system like this has been installed on a transit bus in this country and RTD is undergoing the tests in an effort to continually upgrade its equipment.

The advantage of this type of brake is that the disc arrangement provides a greater surface area for the disbursement of the large amounts of heat generated in bringing a bus to a stop. As a result, it is expected that the life and reliability of the brake system will be materially improved as compared to the standard drum brake system.

An 80,000 to 100,000 mile life span for the disc brake is anticipated, compared to the 30,000 to 40,000 mile wear achieved with conventional brakes.

The testing of the new brakes has been made possible by the availability of public funds authorized by the Legislature in the form of the one-half cent, six-month sales tax collected during the last half of 1970.



Herbert H. Krauch (right) turns over his gavel to Dr. Norman Topping, who succeeds him as President at RTD. Thomas G. Neusom, (left) was reelected to a second term as Vice President.

## Topping Elected President By Board

Dr. Norman Topping, chancellor and former president of the University of Southern California, was unanimously chosen March 16 as RTD's new president by his fellow directors. Dr. Topping succeeds retired Los Angeles Herald Examiner Editor Herbert H. Krauch, who remains a District director.

An appointee of Mayor Sam Yorty, with City Council approval, the new president termed 1971 "the most important year for public transit in Southern California," citing, among other projects, the ongoing development of an Exclusive Express Busway linking El Monte and Los Angeles, and the establishment of minibus and fringe-area parking services to ease Central City congestion.

Dr. Topping, an RTD director since the agency was formed in 1964, has long been dedicated to the improvement of public transportation in the Los Angeles area.

He served as chairman of the former Citizens' Rapid Transit Action Committee, and has been active in many professional, civic and business organizations.

**Neusom Continues As Vice President**  
Los Angeles attorney Thomas G. Neusom was reelected for a second term March 16 as RTD's Vice President.

Appointed in 1969 by Supervisor Kenneth Hahn, Neusom is active in a number of professional, civic and philanthropic activities. He is a former member of the County's Assessment Appeals Board, and has been a leader in activities of the National Association for the Advancement of Colored People.

He also has been involved in projects of the Welfare Planning Council, and South Central Welfare Planning Council, the American Legion, and the Downtown YMCA.

## DRIVE WITH PRIDE

### Division 11 Wins Permanent Possession... 1st Place Trophy

Top honors in RTD's 1970 DRIVE WITH PRIDE contest went to Division 11 March 26 as it received the United Transportation Union's first place trophy for permanent display.

Division 11 received the rotating trophy four times during the ten months of competition with second place going to Division 18 and third place to Division 12.

To achieve first place, Division 11 established a 25.9% reduction in operating accidents over 1969. This is a tremendous record—one which is winning RTD nationwide recognition not only for its transit operation, but for its operators and the men behind the operators as well.

High point of the presentation ceremonies and the occasion was a fried chicken dinner hosted by RTD. The dinner, which took place in the division train room, was also attended by Division 1 operators who were guests of the winners.

Following brief talks from management, union officials and representatives of local law enforcement agencies, operator Frank Nicolette accepted the first place trophy.

Among the officials present congratulating the operators on their safety achievement were: General Chairman of the United Transportation Union Earl R. Clark; RTD's General Manager Jack R. Gilstrap; and Manager of Operations George F. Goehler.

The DRIVE WITH PRIDE contest was established in 1969 through the combined efforts of RTD, UTU and Transit Casualty to encourage transit operators to drive more defensively to reduce the five types of accidents that amount to almost half of the total accidents that involve RTD vehicles.

The trophies involved in the "DRIVE WITH PRIDE" contest are provided by the United Transportation Union. There are one each for 1st, 2nd and 3rd places. They are awarded each month to the divisions with the most points and at the end of the contest are awarded permanently to the top three divisions.

A little frosting on the "contest" cake is the catered lunch during the monthly presentations donated by Transit Casualty.

Also, Transit Casualty hosts a cake and ice cream affair for the second and third place annual winners.

The enthusiasm with which this contest has been received is evident in the significant reduction of accidents. It is worthy of note that this year's operations show a reduction of 10.5% in traffic and passenger accidents and a 14.6% reduction of personal injuries among Operators. This could only be achieved by the safety consciousness of RTD personnel—our Operators and the support personnel who back them up.

## Expansion Continues of Improved Line Services

George F. Goehler, RTD's Manager of Operations, is 'most always a happy guy. He's particularly happy this year about the way the District has fulfilled its mandate of adding new lines and improving service on existing lines. "Adding new lines services and extending present service is the District's reason for being," Goehler explained.

He is particularly enthusiastic about the following new and extended lines...

**LINE 33**—Service improvement on this line gives passengers transfer privileges to all intersecting local lines in addition to more frequent service and a stop at Manchester and Avalon Boulevards.

**LINE 55**—Added service on line provides bus at 7:30 a.m. from Ocean Avenue and Main Street in Huntington Beach to Los Angeles for early morning commuters. Late afternoon commuters may catch a new addition at 5:05 p.m. at the Los Angeles RTD/Greyhound Terminal.

**LINE 113**—New route service to the Community Service Building (senior citizen recreational facility) at Pioneer Boulevard and Broaded Street in Downey. This new service is designed especially for the senior citizens frequenting this facility.

**LINE 121**—A Freeway Flyer service established to provide relatively fast, expedited trips from rapidly developing San Fernando Valley's Sepulveda Boulevard and Roscoe Avenue area via the Golden State and Pasadena Freeway to Los Angeles' central city.

**LINE 123**—New service along El Segundo Boulevard in east-west fashion insuring new access to

numerous aircraft and manufacturing installations from South Central Los Angeles area.

**LINE 126**—New line in San Pedro area providing direct service for residents of the Averill Park area to downtown San Pedro. This line will provide connecting service at Sixth Street and Sampson Way with RTD Lines 37 and 66. This new service also provides commuters bound for the San Pedro Community Hospital with public transportation.

**LINE 128**—New commuter service linking the Marina del Rey area and the Los Angeles Central City has been inaugurated. Three inbound morning and outbound evening trips are being provided Monday through Friday with a single morning trip to Marina del Rey also being offered, along with an afternoon run to Los Angeles.

**LINE 129\***—Monday through Saturday service commencing at 6:44 a.m. to Patton and Summerland Avenues and approximately every 30 minutes thereafter with the last trip at 5:49 p.m.

**LINE 130\***—This Point Fermin line has service commencing Monday through Saturday at 5:30 a.m. at Pacific Avenue and Shepard Street, then approximately every 15 minutes thereafter until 8:15 p.m. It also has Sunday and Legal Holiday service from 6:15 a.m. every thirty minutes until 8:15 p.m.

**LINE 131\***—The Gaffey Street line operates Monday through Saturday from 5:45 a.m. until 7:31 p.m. at Patton Avenue and 25th St.

\*These lines provide a connecting service with Line 37—Ports of Call-Los Angeles Freeway Flyer, and with Line 66—Long Beach-Huntington Park at Sixth Street and Sampson Way.



**SPLASH FOR SAFETY**—Jim Scott (l.), administrative assistant to Los Angeles Assemblyman Charles Warren, and John Curtis, RTD Manager of Rapid Transit and Surface Planning, watch a utility truck being driven head-on into RTD bus during

controlled test at Division 2. The highly liquid result: plenty of waterworks—but no injury or damage to driver Jack Carmichael, the bus, or the truck. New type water bumpers are being tested in regular RTD fleet operations.

## Robert R. Scholl Named RTD's New Director of Public Information

Robert R. Scholl has been appointed the new Director of Public Information for the District.

He comes to RTD with 30 years service in journalism and in corporate and public relations. As Director of Public Information Scholl will oversee the District's marketing, advertising, public information, community relations

and allied functions.

A resident of Manhattan Beach, the public information director previously served in management-level positions with North American Rockwell for 15 years. Scholl also headed public relations activities at the local and state levels for the Tuberculosis and Respiratory Disease Association.

**11th Annual System Shake-up: 2557 Operators Participate**

The District's Eleventh Annual System Shake-up got underway Saturday, February 13, at Division 10 with a record breaking 2,557 operators participating.

The bidding got underway promptly at eight o'clock and Operator Lloyd E. Vickrey of Division 10, top on the seniority list this year, elected to stay at Division 10. A 42-year veteran of local transit, he was followed in seniority by 41-year veterans Kermit G. Crownover of Division 2, R. A. Osborn of Division 12 and A. W. Freas of Division 6. They elected to stay with their respective divisions also.

Sunday, more than 100 operators made changes, James C. Williams being the first. He switched from Division 9 to Division 1. Many operators brought their families with them on Sunday so they could see first-hand just what went on at a Shake-up.

So it went the rest of the week. On Friday the 26th, Operator K. C. Freese kept a sharp eye on the boards, for he knew he was going to get what was left: He was last in seniority, having joined RTD only 20 days before. He drew the "extra board" and was quite happy about it. (He didn't have much choice.)

In only minutes after Freese's selection, all signs of the '71 Annual System Shake-up were removed from the train room at Division 10.

It was "straight-ahead" as usual—till '72's Shake-up.

## Landlubbers Learn Nautical Ways... RTD Goes Navy

RTD employees Bill Packard and Bill Chaney had a rather quick introduction to Navy life. One day they were sitting in their offices at 1060 S. Broadway—the next day they were sitting in a classroom at the U.S. Naval Training Center at San Diego surrounded by Navy and Marine types.

Chosen by management to attend the Navy's four week Instructor course at San Diego, Packard is a member of RTD's instructor staff and Chaney is an Industrial Relations Analyst I. They attended the instructor course as part of RTD's continuing training effort to provide employees with up-to-date knowledge in fields directly related to their jobs.

Two quotas for the Navy school were brought about through the efforts of Administrative Analyst Bill Foster, a Lt. Commander in the Naval Reserve.

The four week course included such subjects as the proper techniques of instruction, the use of audio-visual training aids, factors affecting the learning process, analyzing and organizing subject matter and constructing working models of achievement tests.

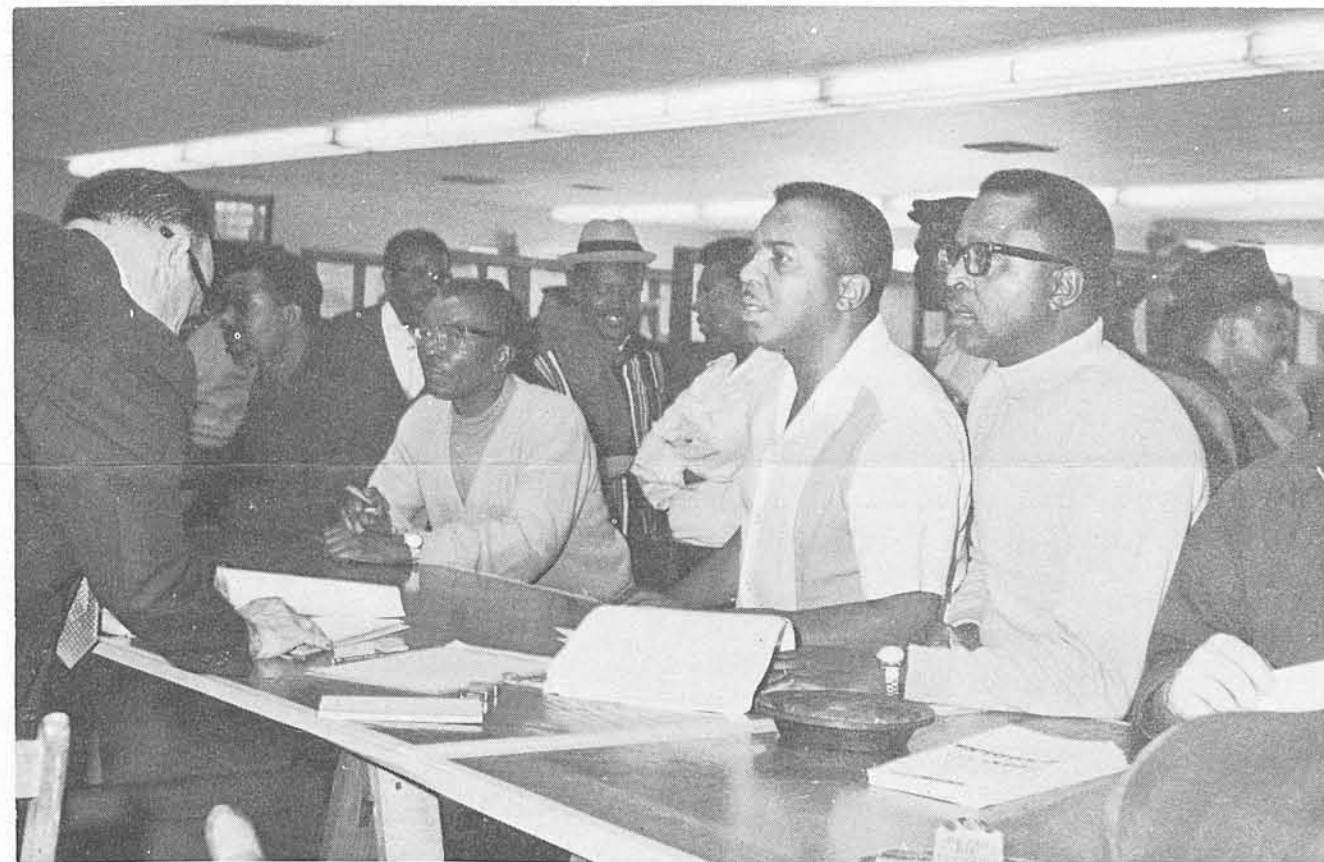
The American Council on Education regards the four week course highly enough to allow two undergraduate semester hours of credit towards a degree.

**ED NOTE:** Some of their friends are quite concerned about their behavior since returning from San Diego—it seems they have started saluting anyone in uniform. This is rather embarrassing to our operators.



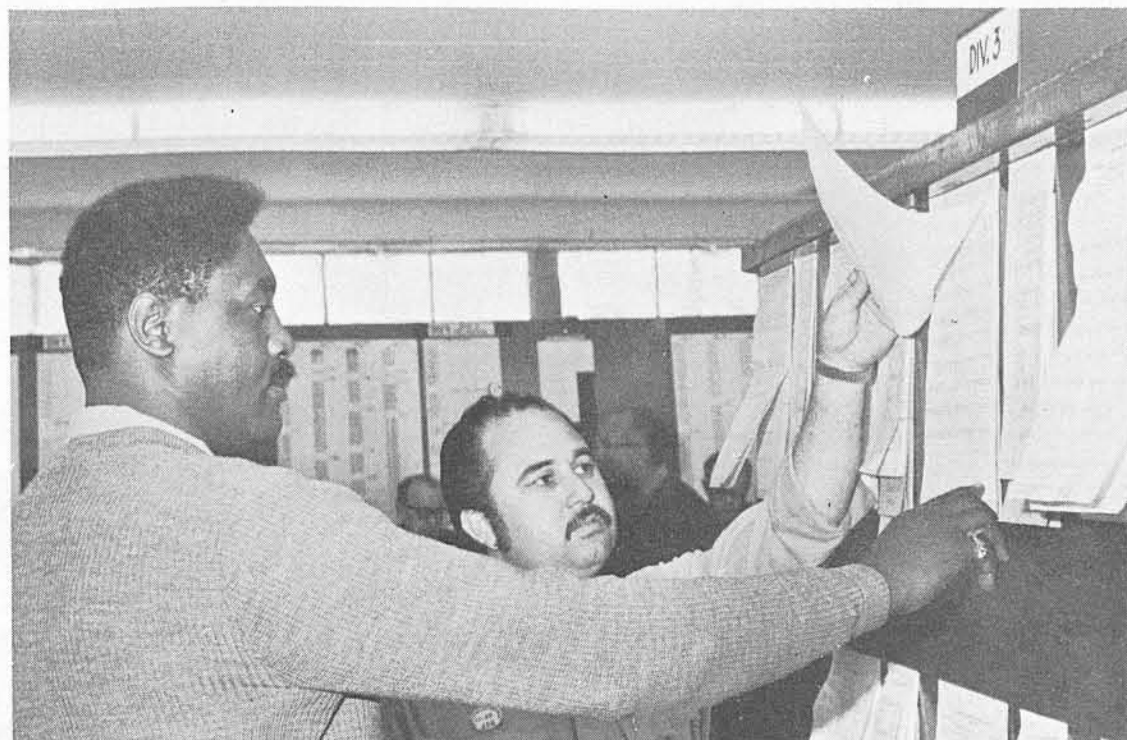
Another Operator can be a lot of help when deciding what to do during Shake-up. "Friends in court" can keep you posted as to what choice runs are open during bidding.

Operator John C. Carpenter III takes advantage of Instructor James M. Muchmore's expertise before changing from Division 8 to Division 3. Eleventh Annual System Shake-up broke all records in number of Operators participating, and number of vacancies available. Reason: retirement of 62 Operators since '70.



Sunday, the second day of bidding, presented plenty of action as old friends got together and indulged in reminiscing about old times while doing some heavy bidding on runs of their choice. Many younger Operators, it was noted, decided to skip the fun and games, concentrated all their energy on bidding for choice available runs. On this particular Sunday, more than 100 Operators made line changes to make it the most active day in the 1971 Eleventh Annual System Shake-up.

Ralph E. Costello, Manager, Division 12, checks off an Operator's choice on Line 66. Division Managers had a tense day keeping up with whom among their Operators were moving where.



Operators Charles E. Essex and Ralph S. Gonsales check open runs at Division 3, but Gonsales—who was "undecided"—finally voted against moving to Division 3, went to 2 instead. Experienced Shake-up hands advise to make up your mind well in advance of Shake-up time. Then you won't make a hasty decision you may live to regret.

Operator Walton V. White of Division 7 took his grandsons with him to the first day of bidding. Walton says it's always a big treat for Timmy and Jimmy Walker to go along with "grandpa," talk to the other Operators, see all the ExtraCARS.



**RTD SALUTES HIGH SCHOOL STUDENTS DURING BOY'S DAY IN BUSINESS**—George Goehler (center) Manager of Operations, shows four young high school students—William Perkins, Frank Sanchez, Robert Theus, and Arthur Ponce, the 135 lines that service RTD's 2700 mile operating area.

## Student Reps of Four Southland High Schools Hosted by District

Four high school students from area schools were hosted by RTD April 27, during Boy's Day in Business. Frank Sanchez, senior, Franklin High; William Perkins, junior, Canoga Park High; Arthur Ponce, junior, Roosevelt High; and Robert Theus, senior, Fremont High, received an inside look at the mechanics of running a major transit system.

After breakfast at the Biltmore Hotel hosted by the Jaycees, the young men joined Staff Assistant II Don Kernan at Division 2 where they viewed a training film about the District and toured the Dispatch Center with RTD's Manager of Operations George Goehler.

After lunch the students toured RTD's downtown headquarters where Johnnie Johnston, Assistant General Superintendent of Transportation, explained the functions of his department.

Then the young men met RTD's General Manager Jack R. Gilstrap who discussed the need for young men like themselves to enter the transportation field.

Before calling it a day the students met Chris Dahlstrom, Assistant Advertising Manager in the Public Information Department. They discussed advertising and publicity and the role that department plays in people moving.

## AMONG ORGANIZATIONS NOW ON RECORD IN FAVOR OF AB 544:

- CITY COUNCILS**  
 Los Angeles  
 Mayor Yorty  
 Culver City  
 Gardena  
 Compton  
 South Pasadena  
 Sierra Madre  
 Huntington Park  
 Torrance  
 Long Beach  
 El Cajon  
 La Mesa  
 Chula Vista  
 El Monte

- COUNTIES**  
 Los Angeles  
 Board of Supervisors

- CHAMBERS OF COMMERCE**  
 Los Angeles  
 Westwood Village  
 Wilshire Center  
 Compton  
 El Monte

- UNIONS**  
 ATU  
 UTU

- ORGANIZATIONS**  
 Los Angeles  
 Central City Association  
 County Supervisors Association  
 League of California Cities  
 (State & L.A. County Division)  
 Greater Los Angeles  
 Urban Coalition

- MEDIA**  
 Los Angeles Herald Examiner  
 KTLA-KMPC Commentator,  
 Tom Reddin  
 San Francisco Examiner  
 Oakland Tribune

- BUSINESS & INDUSTRY**  
 Kaiser, Daniel, Mann, Johnson,  
 Mendenhall  
 Occidental Life Insurance  
 Company  
 Southern California Auto Club  
 California Automobile Association

- TRANSIT**  
 San Diego  
 Southern California Rapid Transit  
 Sacramento  
 BART



**READY FOR INSPECTION**—Twenty-six new buses, checked out and ready for service, await transfer to RTD operating divisions to begin service.

## First Contingent of 200 New Air-Conditioned Buses Arrives at South Park Shops

**New ExtraCARS Purchased through UMTA Grant and 50% Matching Funds from RTD**

The first 99 of what will ultimately be a total of 200 new air-conditioned buses with 2-way radio communication have arrived in Los Angeles Divisions. The new ExtraCARS are being placed in service on routes throughout the District.

The new buses will offer RTD patrons roomier interiors, more comfortable seating, air-cushioned ride, scientifically designed lighting and faster travel time.

### New Color Schemes Brighten Interior/Exterior Decors

Seats are upholstered in leather-soft vinyl and are alternately colored in orange and pumpkin. Exterior colors are orange and champagne.

Every bus is fully air-conditioned and all are to be equipped with 2-way radios to expedite schedules, enabling the bus Operators to identify—and avoid—congested areas and other freeway and surface street tie-ups.

### More Powerful Bus Engines Designed to Protect the Environment

The newly arrived ExtraCARS are beefed up with more powerful 8 cylinder engines with 3 speed transmissions. These power boosters will permit the new buses to operate efficiently at usual freeway speeds of 65 miles an hour, as well as in city stop-and-go traffic situations.

Said Jack R. Gilstrap, District

General Manager, "Taking into consideration the District's long standing policy of buying only superior quality low-sulphur diesel fuels and applying the highest standards of maintenance of any bus fleet in the United States, the new buses represent a substantial improvement when compared to the 17-year-old vehicles they replaced."

According to South Park technicians, the newer, more powerful engines permit them to be "de-rated," so that less fuel is required to achieve maximum work loads, thus reducing exhaust emissions and smoke. Specifications for the new engines incorporate the latest innovations in emission control technology to reduce their smog-creating potential even further—such as a new type low sac needle valve fuel injector which reduces harmful emissions.

Delivery of the new buses was made possible by the prompt action of Secretary of Transportation John Volpe and the Department of Transportation. Early in June, 1970, Mr. Volpe announced that the Urban Mass Transportation Administration (UMTA) headed by Administrator Carlos C. Villarreal would award a capital grant to purchase the new buses.

An initial grant of \$4,650,000 was committed, and the RTD matched it with an equal amount to effect the purchase.

## PROMOTIONS

- WILLIAM T. BEAL, JR.**  
 Schedule Checker to  
 Temporary Schedule Maker I
- HOY BILYEU**  
 Schedule Checker to  
 Temporary Schedule Maker I
- ELSTON P. BURNLEY**  
 Operator—Extra Special Agent to  
 Assistant Special Agent
- EDWARD M. CHAVEZ**  
 Mechanic "B" to Mechanic "A"
- RONALD R. CLARK**  
 Utility "A" to Mechanic "C"
- WALTER G. COOLEY**  
 Mechanic "B" to Mechanic "A"
- DONALD J. CORNISH**  
 Operator to Staff Assistant I
- JIMMY DEEM**  
 Passenger Service Representative to  
 Passenger Agent
- GEOFFREY L. DIEHL, JR.**  
 Special Events Supervisor to  
 Operations Administrative Analyst II
- DONALD A. DURFEE**  
 Junior Stock Clerk to Shipping Clerk
- ARTHUR J. FUKUMOTO**  
 Mechanic "C" to Mechanic "B"
- OSCAR C. GAMBOA**  
 Junior Stock Clerk to  
 Truck Driver-Clerk
- JAMES GATEWOOD**  
 Utility "A" to Mechanic "C"
- GEORGE GRAY**  
 Utility "A" to Mechanic "C"
- FREDDIE M. HARDEMION**  
 Utility "A" to Mechanic "C"
- DUNCAN Y. HAMILTON**  
 Operator-Extra Schedule Checker to  
 Schedule Checker
- STEVE HEARN**  
 Utility "A" to Mechanic "C"
- ERNEST G. HEGGINS**  
 Mechanic "B" to Mechanic "A"

- EVERETT C. HUNTER**  
 Mechanic "B" to Mechanic "A"
- JAMES P. JARMAN**  
 Mechanic "B" to Mechanic "A"
- JOHN D. JONES**  
 Utility "A" to Mechanic "C"
- DON R. KERNEN**  
 Operations Administrative Analyst to  
 Staff Assistant II
- JOHN W. KIMBALL**  
 Operator-Extra Instructor to  
 Instructor
- RICHARD K. KISSICK**  
 Administrative Assistant to  
 Administrative Asst.-Insurance Mgr.
- JOSEPH A. LYLE**  
 Supervisor to Transportation  
 Planning Analyst
- WESLEY D. McCARNS**  
 Staff Assistant I to Transportation  
 Administrative Analyst
- JOSE MERCADO**  
 Mechanic "B" to Mechanic "A"
- HAROLD MOUTON**  
 Mechanic "B" to Mechanic "A"
- JAMES G. OLIVER**  
 Supervisor of Schedules to Deputy  
 Administrator for Labor Relations
- MARVIN M. OLIVERA**  
 Janitor to Utility "A"
- GLENN J. POWELL**  
 Utility "A" to Mechanic "B"
- CHARLES K. REED**  
 Truck Driver-Clerk to Stock Clerk
- MIGUEL M. REYES**  
 Instructor to Special  
 Events Supervisor
- ALEX ROCIO**  
 Utility "A" to Mechanic "C"
- VERNON L. SIMMONS**  
 Janitor to Utility "A"
- HUGO G. SEGLETES**  
 Shipping Clerk to Traveling  
 Storekeeper
- MILTON SPENCER**  
 Equipment Foreman I to  
 Staff Assistant II
- FRED SWEENEY**  
 Operator-Extra Supervisor to  
 Supervisor
- EDMUND B. THOMPSON**  
 Service Director Ticket Clerk to  
 Service Director (Vacation Relief)
- JAMES C. THOMPSON**  
 Operator-Extra Schedule Checker to  
 Schedule Checker
- JESUS H. TISCARENO**  
 Mechanic "B" to Mechanic "A"
- J. L. WASHINGTON**  
 Janitor to Mail Carrier
- JOHN W. WOOLUM, JR.**  
 Mech. "A" to Mech. "A" Leadman
- ALBERT YORK**  
 Utility "A" to Mechanic "C"
- LARRY ZWIBEL**  
 Mechanic "B" to Mechanic "A"

## RETIRED

- JAMES R. ALLENBY**  
 Operator  
 Emp. 8-2-48/RETIRED: 4-28-71
- JACK E. BARNETT**  
 Supervisor  
 Emp. 6-2-36/RETIRED: 3-31-71
- GEORGE P. BENNETT**  
 Operator  
 Emp. 10-10-34/RETIRED: 3-31-71
- PAUL B. McDONALD**  
 Schedule Maker I  
 Emp. 10-22-26/RETIRED: 4-1-71
- MERRILL E. STUDEBAKER**  
 Mechanic "A"  
 Emp. 3-7-41/RETIRED: 4-1-71
- HAROLD B. VOELKER**  
 Operator  
 Emp. 5-17-40/Retired: 4-1-71

## VITAL STATISTICS:

- LUTHER O. ALEXANDER, Operator**  
 1-26-71/age 55  
 Years of Service: 18
- ROBERT W. BIRCHELL, Operator**  
 4-20-71/age 61  
 Years of Service: 36
- OLIVER R. BRADFIELD, Operator**  
 1-7-71/age 79  
 Years of Service: 10
- ALBERT M. BROUWER, Operator**  
 3-28-71/age 67  
 Years of Service: 39
- ROBERT W. COLTON, Supervisor**  
 4-12-71/age 57  
 Years of Service: 35
- HARRY COTTER, Mechanic "A"**  
 3-4-71/age 72  
 Years of Service: 40
- JAMES V. COULSON, Operator**  
 2-17-71/age 78  
 Years of Service: 17
- DEWEY T. DOYLE, Operator**  
 4-16-71/age 72  
 Years of Service: 20
- THOMAS GARELLI, Operator**  
 4-15-71/age 79  
 Years of Service: 15
- ALBERT P. GILLES, Operator**  
 2-27-71/age 64  
 Years of Service: 31
- ROY L. HALL, Operator**  
 3-22-71/age 76  
 Years of Service: 21
- JOHN D. JONES, Mechanic "C"**  
 3-29-71/age 42  
 Years of Service: 17
- GEORGE R. KERRIGAN, Trafficman**  
 1-14-71/age 73  
 Years of Service: 17

- ROBERT W. LIVINGSTON, Operator**  
 2-8-71/age 47  
 Years of Service: 13
- ROBERT MARSHALL, Mechanic "A"**  
 12-20-70/age 80  
 Years of Service: 30
- RUEL O. MARTIN, Shop Clerk**  
 4-24-71/age 74  
 Years of Service: 37
- WILLIAM B. OTT, Superintendent of Meter & Mileage**  
 2-12-71/age 89  
 Years of Service: 22
- JAMES D. ROY, Operator**  
 3-2-71/age 27  
 Years of Service: 1
- LLOYD C. SHERMAN, Operator**  
 4-3-71/age 69  
 Years of Service: 22
- ROBERT C. TAGNEY, Mechanic "B"**  
 4-10-71/age 62  
 Years of Service: 32
- CLARENCE P. WAGNER, Operator**  
 1-18-71/age 64  
 Years of Service: 33
- THOMAS M. WELLER, Mechanic "A"**  
 4-11-71/age 63  
 Years of Service: 35
- ALFRED W. WHITE, Mechanic "A"**  
 3-3-71/age 74  
 Years of Service: 19

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

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 Service Director Ticket Clerk to  
 Service Director (Vacation Relief)
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- J. L. WASHINGTON**  
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- JOHN W. WOOLUM, JR.**  
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- ALBERT YORK**  
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- LARRY ZWIBEL**  
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