



KEN HOWARD

Howard combines sports and computers for success

When Johnny Howard picked up his Sunday L.A. Times on December 19 last year he received a small shock. There Johnny, second shift Equipment Maintenance Supervisor II at South Park Shops, saw the smiling face of his son Ken staring back at him from the Sports pages.

Ken, a 6'5", 255 lb. lineman on the Manual Arts High School football squad, had been named to the All-Central City All-Star Team as an Offensive Tackle.

This honor was only the beginning for 18-year-old Ken, who graduated from Manual Arts High School on June 16th with scholas-

tic as well as academic distinction. Called by his high school football coach, "the best lineman in the city," Ken was courted by more than 35 colleges and universities across the country who dangled tempting scholarship offers in their bids to beef up their teams' success with Ken's talents.

After visiting many of these schools and learning about their athletic and academic programs, Ken, a computer programming major at Manual Arts, decided to don the cardinal and gold uniform on the USC Trojans.

The reasons that Ken decided on USC reveal a mature-for-his-

years head on those ample shoulders: a full, all-expense-paid, four-year scholarship including tuition, room, and board; the chance to play football with a prestigious, top-rated team; the opportunity to be close to home; and the fine reputation of the school's computer programming department.

Ken enters USC as a freshman on August 16th and has already indicated to his dad an interest in working for the District after graduation. With the District's strong commitment to computer technology, it will be looking for bright and accomplished young men like Ken to join its ranks.

HEADWAY



Volume 10 Number 6

July 1983

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Employees say assistance program will fill needs

Earlier this year District employees were asked to respond to a survey conducted by the Personnel Department regarding the need for, and expected use of, an Employee Assistance Program. The results are now in, and the program is expected to be in full swing by the end of July.

Project administrator Rebecca Nunnelee, a Senior Personnel Analyst, says that survey results indicate that of the 622 people who responded to the questionnaire, 90.7 percent thought the program would be a valuable benefit. 89 percent said they would recommend the program to fellow employees and 73 percent said they would definitely use the program themselves if they needed it.

"This is a much more positive response than we expected," Nunnelee said. "The survey affirmed our belief that there is a need for this type of service. Additionally, it helped us to pinpoint the specific components of an EAP that would be most valuable to District employees."

Nunnelee added that the number-one area most respondents thought help might be needed in was with financial troubles; 66.9 percent. Other major areas of con-

cern included: Alcohol problems, 59 percent; drug problems, 54 percent, and personal and emotional problems, 62 percent.

Funding, selecting and designing the program has been a joint effort of BRAC, ATU, UTU and the District, Nunnelee pointed out.

The program will be administered by Holman Consulting Corp., and is available to all District employees and their family members. There are two ways an employee or family member can get into the program if they need to, Nunnelee said. "Self-referral is the first way. You can contact the EAP directly for assistance with a problem by dialing the EAP Helpline number (213-708-7790 or 714-532-1341, collect if necessary). Or your supervisor may make a referral." Management's focus for the program, is a concern for job performance, Nunnelee noted. "The District is concerned for employees as people," she said. "And we recognize that often personal problems completely unrelated to the work place can affect job performance. Our concern here is to identify and help employees handle problems of whatever kind before they become a crippling problem for both the employer and the District."

No change has been made in the usual procedures for handling performance problems, Nunnelee noted, but management will be encouraged to suggest using the EAP when there is reason to believe that an employee's work performance is being hurt by a personal problem.

The Employee Assistance Program promotes early identification of problems and assists in solving them by assessment and referral. An assessment interview will be

performed by a trained EAP counselor, either over the phone or in person. During the assessment, the problem will be discussed and a method of handling it will be developed. When necessary, the employee or family member will be referred to the most appropriate community resource. A counselor is available 24 hours daily.

There is no cost to employees for the initial counseling service pro-

Continued on page 2

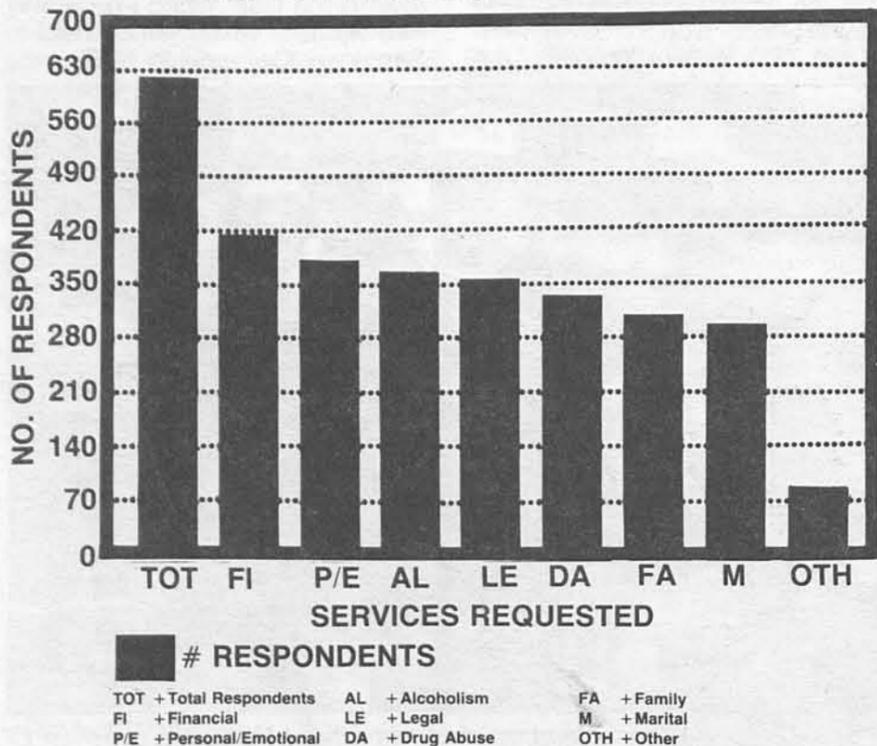
La Verne Wilson named Mother of the Year

Mrs. La Verne Frances Wilson, wife of Division 2 operator Ellis Wilson, was recently named Mother of the Year by the Los Angeles Sentinel and Golden State Mutual Life Insurance Co. In addition to a variety of prizes offered by local merchants, Mrs. Wilson also received a \$1,000 Grand Prize. The mother of ten children, Mrs. Wilson was nominated by her daughter, 22 year old Janet, a Cal State Northridge graduate, for the honor.

In addition to raising a large

family, Mrs. Wilson has also managed the family business, Wilson's Streamline Photo, for the last eight years. She is also very active in community affairs, having helped found Les Fille Moderne social club she is an active member of Gamma Phi Delta sorority, and helped found a group called Rosebud, dedicated to teaching 8-12 year old girls lady-like behavior and the value of helping others. She has also been cited by Councilman Gilbert Lindsay for outstanding service to the community.

EMPLOYEE ASSISTANCE PROGRAM



WINNING COMBINATION — Ellis and La Verne Wilson surrounded by their ten children. From left to right, they are: (Standing) Regina, Allison, Janet, La Verne, Ellis, Christina, Vida and Estella. (Kneeling) David, Victor, Ellis Jr., and Ronnie.

"We will miss him deeply," Hahn says

Thomas G. Neusom, dean of RTD Board, dies unexpectedly in Las Vegas at age 62

Thomas G. Neusom, three-term president of the SCRTD Board of Directors, died unexpectedly at the age of 62 on June 29, 1983 of a heart attack while vacationing in Las Vegas, Az.

Neusom, known as the "Dean" of the RTD board, was appointed

to the post by Los Angeles County Supervisor Kenneth Hahn in 1969. During his tenure, Neusom also served as vice president of the 11-member board.

"Tom Neusom was a dedicated and self-sacrificing fighter for the betterment of the community,"

Hahn stated. "He was a great leader and we will miss him deeply. And he was a valued personal friend and advisor for over 35 years," Hahn added.

"We are grieved and saddened by the death of Tom Neusom," said Board President Michael Lewis. He made an enormous contribution to public transportation in Los Angeles. "He was a moving force in making the 11-mile El Monte Busway a reality and in the establishment of the 25 cent base fare in the early 70's. Those contributions helped propel RTD ridership to new highs and set the stage for the District to become the largest all bus system in the nation."

Neusom also served as a member of the American Public Transit Association's Minority Affairs Committee, and as Chairman of Transit Development Corporation.

"I am especially grieved at the passing of Tom Neusom," said John Dyer, RTD general manager. "He was one of the key individuals who influenced my decision to come to Los Angeles. His leadership on the Board will not be easily replaced."

"Not only was Tom Neusom a leader locally, but his contributions at the national level to the American Public Transit Association and other affiliated organizations also will be missed."

Neusom, an attorney, was active in many professional, civic and philanthropic activities. He was a former member of the County's Assessment Appeals Board and had participated in activities in the National Association for the

Advancement of Colored People. In addition, he had been involved in projects of the Welfare Planning Council, the South Central Welfare Planning Council, the American Legion, and the Downtown Y.M.C.A.

A graduate of the Detroit Institute of Technology and the Detroit College of Law, the RTD director was a member of both the California and Michigan State Bars.

"Neusom worked to ensure passage of a new half-cent sales tax which has allowed the RTD to substantially reduce its fares," Dyer noted. "He also supported the District's efforts to improve bus service for citizens of south central Los Angeles."

RTD Board President Lewis added: "Thomas Neusom carried the banner for the Metro rail project during his tenure as Board president. His leadership and guidance will be missed as that project moves closer to construction."

Marvin Holen, chairman of the RTD Board's Rapid Transit Committee and long time friend of Neusom said: "Thomas Neusom dedicated a large part of his life to the betterment of people and to the betterment of public transit in Los Angeles and across the nation. He was a great, great humanist. His wealth of experience and background, his calm, insightful analysis of problems, will sorely be missed. In my experience, Thomas Neusom ranked as one of the most fearless men I have known."

Neusom is survived by his wife, Lucrecia, and two daughters, Evelyn and Karla.



THOMAS G. NEUSOM

Police Olympics bring out the best in participants

By Sgt. Gene McRiley

The California Police Olympics is a six day event held yearly in the early summer. Each year it is hosted by a different city and draws literally thousands of police officers throughout the state. The Olympics is covered by the California Police Athletic Federation (CPAF), a non-profit corporation composed of an eight member board of directors, representing all sections of California.

The California Police Olympics was founded by "Duke" Nyhls of

the San Diego Police Department, and the first games were held in that city in 1967. The participants have grown from a few hundred competitors in the first games to an excess of four thousand present day competitors. There are 43 events, including archery, boxing, crew, cycling, equestrian, powerlifting, swimming, and all track and field categories. The Police Olympics are run under the same rules and regulations as the regular Olympics. Experience has shown

that in some events, the competitors are of regular Olympic caliber.

This year's Police Olympics were held in San Diego, from June 28 through July 3, with 4500 Police Officers from throughout the state competing. The Transit Police Department was represented by thirteen competitors in armwrestling, racquetball, tug-of-war, and track and field.

In the armwrestling event, TPO Wayne Shetler won the Silver Medal and TPO William Thomson the

Bronze. In Track and Field, Sgt. Gene McRiley won the Bronze in the 800 meters and TPO Albert Cox also won a Bronze in the discus throw.

This was the second year the Department has participated, and the first time as a group. We are looking forward to the 1984 California Police Olympics to be held in Sacramento. We are also looking toward the first "World Police and Fire Games" which will be held in San Jose, California in 1985.

Continued from Page 1 Assistance program

vided. Should the EAP counselor recommend additional help, there may be some cost for that outside help. However, every attempt will be made to help find the necessary assistance for as little cost as possible, and for utilizing existing health benefits wherever possible as well.

Any contact with the EAP is totally confidential. If a referral is made by a supervisor, the only information received back by that supervisor is that the employee did or did not keep an appointment, and whether or not the employee will require time away from work for necessary counseling or treatment.

If you have any questions about the program, contact Rebecca Nunnelee at extension 6390.



DAINTY TYPES — Transit Police Department Tug of War team members, from left to right; E. Munoz, S. Jones, L. Metoyer (kneeling), D. Sanchies, M. Hendrix and D. Deluca.

Senator Nate Holden joins RTD Board

Former state Senator Nate Holden was sworn in as the newest member of the Board of Directors Thursday, July 28.

Holden, assistant chief deputy to County Supervisor Kenneth Hahn, was appointed to the 11-member board by Hahn to replace Thomas Neusom, dean of the RTD board until his death June 29.

The Ladera Heights resident has long been active in community affairs and California politics. Hol-

den represented the 30th District, including the communities of Inglewood, Westchester, Marina Del Rey, Culver City, Mar Vista and Ladera Heights, in the California State Senate from 1974-1978.

While a member of the Senate, Holden served as chairman of the Senate Select Committee on Rapid Transit for Southern California as well as vice chairman of the Public Utilities, Transit and Energy Committee.

Holden also chaired the Senate's Elections and Reapportionment Committee and the Senate Select Committee on Genetic Diseases. In addition, he was a member of the Health and Welfare and Local Government committees, the Select Committee on Housing and Urban Affairs, and the Joint Legislative Audit Committee.

Holden has maintained his involvement in transit by serving as a

member of the California Department of Transportation Advisory Committee.

Before achieving his Senate seat, Holden worked three years as a deputy to Supervisor Hahn. He was a consultant to the U.S. Commission on Government Procurement and is a former member of the Los Angeles County Public Social Services Commission.

A resident of the Los Angeles area since 1955, Holden spent 17 years working as an aerospace engineer before entering public service. He earned a bachelor of science degree in physics and a master of science degree in systems engineering from West Coast University of Engineering.

Holden is past president of the California Democratic Council, the largest volunteer Democratic organization in the country. He is also a member of the American Civil Liberties Union, NAACP, Urban League and Crenshaw Neighbors, National Contract Management Association, American Association of Physics Teachers, and Toastmasters International.



SWORN IN — Judge Randall Moore, left, performed the swearing in ceremony for his long-time friend Nate Holden when the former state Senator joined the RTD Board of Directors recently. SCRTD General Manager John Dyer (right), was also on hand to congratulate the newest Board member.

Tuition program Helps District And employees Meet goals

For the last ten years the Tuition Reimbursement Program has been helping District employees reach their educational goals, while serving the District's needs by providing well educated personnel at every level.

With the Fall term about to begin at many local schools, it is appropriate that we explore the program once again.

"Any full time RTD employee can take any class or series of classes at an accredited school as long as the class or degree program is related to the work of the District," says Director of Employee Development Byron Lewis.

"Personal convenience remains one of the program's advantages — the student can select the school, classes and schedule they want," added Joann Bowman, program administrator.

The Tuition Reimbursement Program is designed to make tuition refunds available to RTD employees who take part in educational classes after working hours. This applies whether the employee intends to increase their abilities in their current job or to prepare themselves for promotional opportunities.

Each participant pays initially for their tuition, books and registration and is then reimbursed to the maximum allowable under program guidelines once they have satisfactorily completed the course. Bowman points out that the request for classes must be submitted no later than two weeks after the start of class. "The District cannot reimburse a student if they wait to file their request until the class is over. The request must be approved at the very beginning," she emphasized.

Bowman also asks that any interested employee contact her or Michelle Caldwell at the Employee Education, Training and Development Department (x6378) if they have any questions or need further information.

41 years with RTD marked by 'great rewards' Krafft says

More than four decades ago, Roland Krafft was happily ensconced as an assistant deli manager with Ralph's markets. He even expected, at that time, to spend his entire career with Ralph's. One day, just after he had moved to Compton and began riding the streetcars to work, he was watching the motorman drive the car and thought it looked like an interesting way to spend his time. "I thought to myself one day, 'Hey, that looks like fun. I want to drive one of these,' and here I am."

Krafft, Director of Transportation, retired in July after 41 years of service to the RTD and its predecessors. "While I have worked hard, the rewards have been far greater than I ever expected when I started," Krafft declared.

After working as both a conductor and a motorman, Krafft became a division clerk. "After I started working as a clerk, and saw how the organization was run, I decided that administration was where the challenges would lie in the future. I decided then that I wanted to run the organization someday," he said. As Director of Transportation Krafft was intimately involved in the process that made RTD into the single largest all bus transit operation in the country.

"In one respect at least, I'm a bit sorry to be leaving the RTD just at this point," Krafft said. "Rapid transit's time has come in Los Angeles, with Metro Rail well on the way towards construction and the other projects planned for the region

over the next decades, this is going to be an exciting time in public transportation in L.A. While I'll certainly be watching with interest, it just won't be the same as being in the thick of it."

Looking to the future, Krafft commented that the combination of computers and rapid transit will reshape the face of public transit. "Together, computers and rapid transit are going to have the greatest impact on the way people move from place to place since the first highways were built in this country," he said. "Ten or twenty years from now," he added, "we're going to be sitting around wondering how we ever managed to get as much done as we did before computers came along."

While he might look with a sense of longing at what he believes the future holds for the District, Krafft emphasizes that he wouldn't change a thing that's happened to him here over the last forty years. "RTD has been good to me," he said. "In return, I've always tried to do my best for it. None of this would have been possible though, without the help and support from everyone that I've been lucky enough to get over the years."

Thanks, Krafft added in parting, are certainly in order. "I would really like to thank each person in the District for all of their assistance in helping me achieve the Transportation Department's goals. I simply couldn't have done it without your help."



ROLAND KRAFFT

Monorail just one option studied in "Era of Futurism"

EDITOR'S NOTE: The following is the third in a four part series written by Bob Sechler describing the history of rapid transit in Los Angeles.

THE ERA OF FUTURISM

The Era of Futurism got official backing in 1951 with creation of the Los Angeles Metropolitan Transit Authority, a state agency empowered to study, construct and operate a monorail in a broad corridor curving through the San Fernando Valley and down to Long Beach. Early in 1954, the authority's consultants submitted their report, proposing a 45-mile, \$165 million suspended railway from Panorama City, through Hollywood and downtown Los Angeles to Long Beach.

Monorail was attractive because it would cost much less to build than subways, and because it's relatively lean, streamlined overhead structures would supposedly be inoffensive to the urban landscape, although this was debatable in real world conditions. Also, monorail had "pazz". An otherwise dull commute could become a thrill ride, something like a trip to Disneyland. Furthermore, monorail was, strictly speaking, a proven technology, as a passenger carrying suspended railway had been running in Wuppertal, Germany since 1901. Its design standards fell short of what was proposed for Los Angeles: It was, and still is, an eight-mile, upside-down streetcar line plodding along at 30 miles per hour. By contrast, the Southern California version was to whiz through the skies at sixty mph, and

would carry far more people.

Doubts as to economic feasibility, unresolved engineering questions, and, very likely, aesthetic considerations, helped put the 1954 monorail plan on the shelf with Los Angeles's growing pile of discarded rapid transit proposals. Its failure did not lessen enthusiasm for the monorail mode, and ideas for novel aerial railways kept coming forth from several promoters. A German-Swedish firm named "Alweg" developed a variant in which trains rode atop a single beam. In 1962, the Alweg company installed a short, but full scale pilot line between downtown Seattle and the World's Fair site. A year later, the firm was in Los Angeles with plans for a much larger 42-mile system, costing \$288 million. The promoters contended that the price could be paid out of the farebox, but closer scrutiny of the proposed financing mechanism suggested that this would not be so, and the Alweg monorail took its place on the library shelf.

Today, one can get a glimpse of what might have been by going out to Disneyland and riding the monorail there, which has been running since 1959. Monorails are popular in amusement parks, but they have never caught on as the staples of urban rapid transit networks.

The Era of Futurism saw consideration of other new ideas besides

monorail. In 1958, the Metropolitan Transit Authority bought out the private operators. A major objective of public ownership was finally getting rapid transit. A consultant study designated four major corridors for an initial rapid transit system. During 1959 and 1960—the MTA and Daniel, Mann, Johnson and Mendenhall evaluated forty new technologies as candidates to serve these corridors. They recommended a modification of the French rubber-tired rapid transit train for a 75-mile, \$529 million system over the four corridors, mostly on surface and elevated structures.

Among the advantages cited for pneumatic tires were their ability to climb steeper grades than steel wheels, and, allegedly, quietness. As to the latter virtue, the consultants were dead wrong. Their prototype, the Paris Metro, which had rubber-tired trains on two lines at the time, is a low-speed system. At low speeds, rubber tires were quieter than steel wheels. But as velocities increase, the advantage disappears very quickly. Each car of a rubber-tired train has as much wheel-to-surface contact area as a tractor-trailer rig. At the 80 mile per hour speeds contemplated for the four-corridor system. An eight-car train would scream like the hobs of Hell!

The Era of Futurism responded to autopia's glamor, rather than to its traffic congestion. People held the belief that any "modern and up-to-date" transportation had to fly through the skies or run on rubber tires, or do both. Monorails and

pneumatic tired trains possessed trendy images satisfying this misconception, and only served to divert attention from finding workable means of getting people about town.

SECOND ERA OF GRAND DESIGNS

While technologically part of the Era of Futurism, the rubber-tired train system also began era number six, "The Second Era of Grand Designs". It did not start smoothly. There was great opposition to the elevated structures, which the MTA was accused of trying to jam down peoples' throats. Seemingly, the lessons of 1925-1930 had been forgotten. However, the MTA maintained that only an overhead system, using existing streets and other rights-of-way, had a prayer of being self-supporting, since it had no power to tax. After more intensive economic investigations, though, it appeared that the answer to even this prayer would be, "No!" Therefore, the MTA lowered its expectations and went back to basics. In 1961, it came out with a 23-mile, Century City—Downtown-EI Monte "Backbone Route." For a while, there was a glimmer of hope. Ridership estimates suggested that this line's \$218 million cost could be paid from fare receipts, and federally backed financing arrangements were sought. The Federal Government refused to participate, however, and the Backbone route was broken. It was to have been

Continued on Page 8

RECREATION NEWS

Don't forget the annual Employee Picnic, Sunday, August 21 at Lion Country Safari, 11:00 a.m. until 4:00 p.m. Bus service available from all Divisions. There will be food and fun for all at only \$2.00 for adults, \$1.00 for children 3-11. Open to employees, retirees, their spouses and dependent children only. (Single employees may bring one guest.)

Concert season at the Greek gets steamier as the summer heats up. Scheduled events, all at discount prices, include:

Bette Midler	August 14	\$24.00
Peter Tosh	August 22	\$13.00
Al Green	August 24	\$13.00
Al Jarreau	September 4	\$16.50
George Benson	September 9	\$16.50
James Taylor	September 15	\$14.00
Sheena Easton	September 16	\$13.00

The Universal Amphitheater will be featuring:

Eddie Murphy	August 25	\$19.00
Chicago	September 2	\$14.00
Rick Springfield	September 6	\$14.00

And just added, at the Pacific Universal Amphitheater, "Culture Club" featuring Boy George on September 6 at \$13.00.

For the down home blues buffs it's B.B. King at the Beverly Theatre, August 20. \$14.50 tickets

for \$13.50.

There are still excellent seats available for the Tony Award winning play, DREAMGIRLS, at the Shubert Theatre in Century City. Regular \$40.00 Orchestra seats on sale for \$32.00 for the following performances:

Wednesday, August 17
8:30 P.M.

Sunday, August 21 7:30 P.M.

\$35.00 tickets for \$28.00 for Saturday, September 17 at 2:30 P.M.

The circus is an experience that everyone should share. Ringling Brothers, Barnum and Bailey Circus has been entertaining families for over one hundred years. See "The Greatest Show on Earth" at the Sports Arena, August 12 at discounted prices. \$9.50 excellent seats for \$7.50.

Help support the Dodgers in their fight to stay in first place:

Dodgers vs. Phillies	August 19
Dodgers vs. Expos	August 22 (Cap Night)
Dodgers vs. Padres	September 5 (Sports Sock Night)
Dodgers vs. Braves	September 9
Dodgers vs. Giants	September 30 (Fireworks Night)

\$5.00 RESERVED SEATS FOR \$4.00

The Angels need your support also as they battle their way to their season's close.

\$7.00 CLUB BOX SEATS FOR \$5.00

Available for the following games:

Angels vs. Seattle	August 12 (Jacket Night)
Angels vs. New York	August 27
Angels vs. Kansas City	September 14
Angels vs. Chicago	September 25 (Fan Appreciation Day)

The Los Angeles County Fair begins Thursday, September 15 for 18 fun-filled days of nonstop action through Sunday, October 2.

\$5.00 Tickets are on sale for \$3.00; Student/Children 6-12 \$2.00; Under 5 free.

Plan now to join the RTD on a two island trip to Hawaii, October 11-18. The trip includes:

- Round trip air on United Airlines, including hot meal and beverage service. Fly to Oahu and stay in Honolulu.
- 4 nights accommodations at the pleasant Hawaiian Hotel in Waikiki.
- Fresh flower lei greeting.
- Round trip transfers in Honolulu including portage and baggage tips, 2 bags per person.
- Pleasant Continental breakfast (morning of 2nd day)
- Full color memory album (1 per room)
- Round trip inter-island flights

to Kona, Hawaii (the big island)

- 3 nights accommodations at the King Kamehameha Hotel
- 3 days Avis car rental on neighbor Island (1 car per room), unlimited mileage, gas not included. Valid license required.

All for only \$609.00 per person. \$100.00 deposit per person due August 5, balance due September 9.

With the Olympics coming to Los Angeles in 1984, everyone wants to get in on the spirit. The Employee Activities Department has the lowest priced Olympic headgear in town on sale now. Styles include a Gatsby type cap in red, white and blue with the shooting star logo for only \$7.00; Baseball caps in youth and adult sizes featuring Sam the Eagle in full color for only \$5.00. White sun visors with the shooting stars can be yours for \$4.00. One size fits all, adult sizes only, except the baseball cap.

At last, now available are running shorts made of nylon tricot in Unisex adult sizes S, M, L, XL. They feature a petite RTD logo and come in white, red and black for only \$7.50. They are a perfect mate to our new striped "beefy" tee-shirts for only \$5.00.

For tickets, information and logo items contact the Employee Activities Department, 4th floor of the Headquarters Building, Extension 6580.



NO PARKING—Obviously, some rules are meant to be broken. While these two play, buses rumble and snort nearby, grinding through their paces on the obstacle course.

Downes wins '83 Rodeo as mercury hits 111 in Santa Anita

One hundred years ago they would have used covered wagons and oxen and it might have been called 'Death Valley Day', it was that hot.

Instead, it was the 8th Annual SCRTD Bus Rodeo and there wasn't a covered wagon anywhere to be seen. The temperature rocketed to 111 degrees and heat waves danced on the tarmac at Santa Anita Race Track on Saturday August 6, as thirty of the best drivers in the District put their buses through their paces, trying to determine who was Number One.

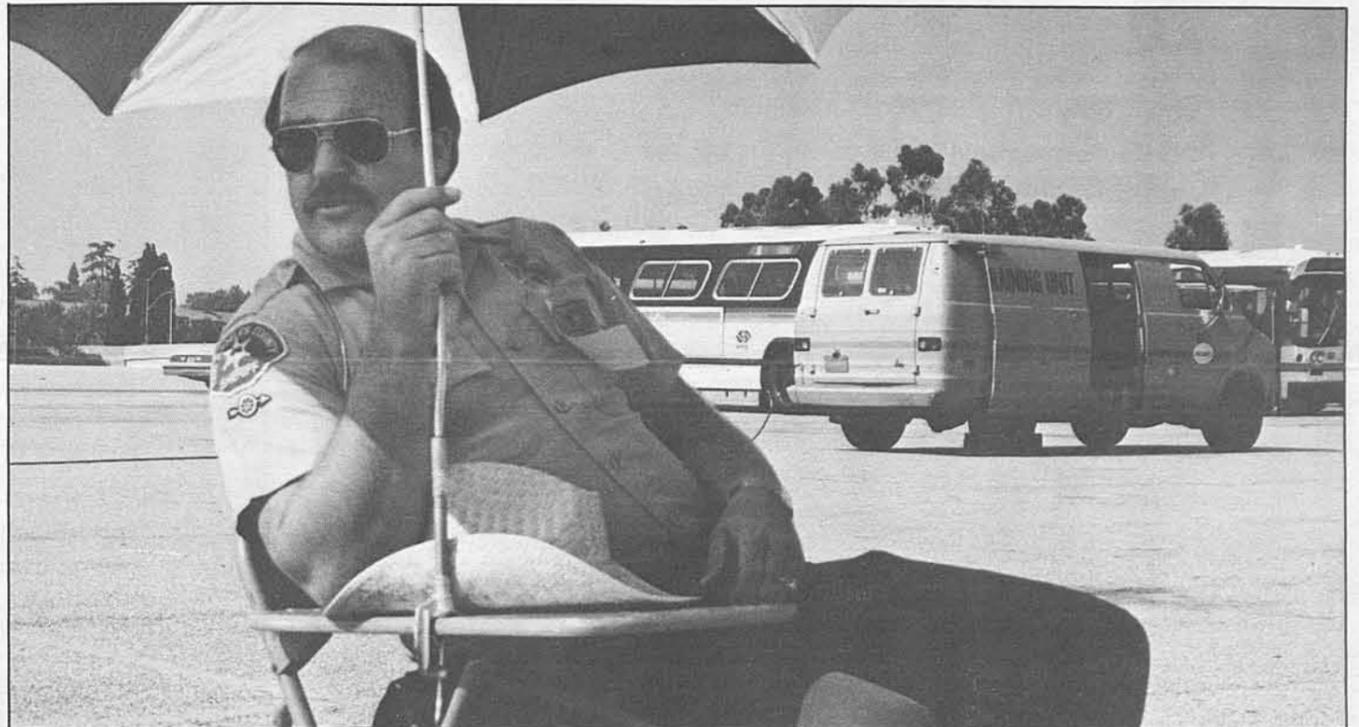
Diesel fumes still hung like gray curtains in the soggy air thirty minutes after the last operator took his try at the 14-obstacle course. Division 9 manager Jim Cenderelli stepped up to the microphone to tell the sweltering crowd that scores were finally tabulated. As Acting Director of Transportation Jeff Diehl called out the names of the 26 runners-up, Manager of Operations Sam Black shook hands with each winner, congratulating them on their performance. Last

year's Rodeo winner Howard Brechley and Carlos Baez passed out the prizes to each runner-up as they left the stage.

"Well, you three know who you are," Black quipped after the last runner-up, Fourth Place winner

Robert Haug, left the stage. Chuckles rippled through the crowd gathered in front of the platform as John Downes, Joe Swift and Charles Wilkerson began wondering what order they had finished in. Third Place honors

went to Wilkerson, it turned out. An Extra board driver at Division 16, Wilkerson won a \$250 prize. A Second Prize of \$500 went to Division One's Swift while First Place kudos and the \$1000 Grand Prize fell to Downes, also from Division 1.



(ABOVE)
WISHFUL THINKING—Although a summer storm threatened rain early in the day, L.A. County Sheriff's deputy Richard Hawker appears to be expecting more. Perhaps it's the sign on the van in the background that gives him hope. "These guys are good," Hawker said about the drivers from his perch at the Diminishing Clearance obstacle.

(RIGHT)
WINNERS—Jeff Diehl, far left, and Sam Black, far right, with this year's Rodeo winners. Third Place winner Charles L. Wilkerson, second from left, second Place winner Joe V. Swift, center, and First Place winner John Downes. Downes will travel to Denver in October to compete in the National Rodeo, held in conjunction with the APTA Annual Meeting.



(TOP)
JUDGING—Assistant Transit Police Chief Harry Budds checks clearances on the left-hand reverse turn.

(RIGHT)
RUNNERS-UP—This year's 26 runners up were: Robert Haug (4), Robert Apodaca (5), Robby Bland (6), Gilbert Moncivais (7), Luduvico Castro (8), Hector Gutierrez (9), Adolph Saenz (10), Carlos Hernandez (11), Jose Arizmendi (12), Cresencio Rodriguez (13), Ignatius Arellano (14), Frank Pachl (15), Ruben Carbajal (16), William Maldonado, Jr. (17), Rafael Rojas (18), Victor Markovich (19), Claude Hawkins (20), Felipe Munoz (21), Roger Desgroseilliers (22), William Gerhold (23), Mangle Moody (24), Warren March (25), Reese Withers (26), James Duke (27), Robert Pitts (28), Francisco Escobedo (29), Lorenzo Rivera, III (30).



Metro Rail Update

EIS public hearings co Overwhelming support

Continued From the Cover

Statement during the week of July 18-22.

An overwhelming 88 percent of the 237 people who chose to testify publicly spoke in favor of the 18.6 mile subway project. Hundreds of written comments were also received, the vast majority supporting the proposed subway line connecting the San Fernando Valley and downtown Los Angeles.

The hearings, held in the Central Business District, the Wilshire

Corridor, the Fairfax-West Hollywood District, Hollywood and the San Fernando Valley, offered members of communities throughout the region the opportunity to go on record with their support, concerns and criticisms of the project. The District must respond in writing to all public comments and include them in the final EIS document prior to being forwarded to the Urban Mass Transit Administration for approval.

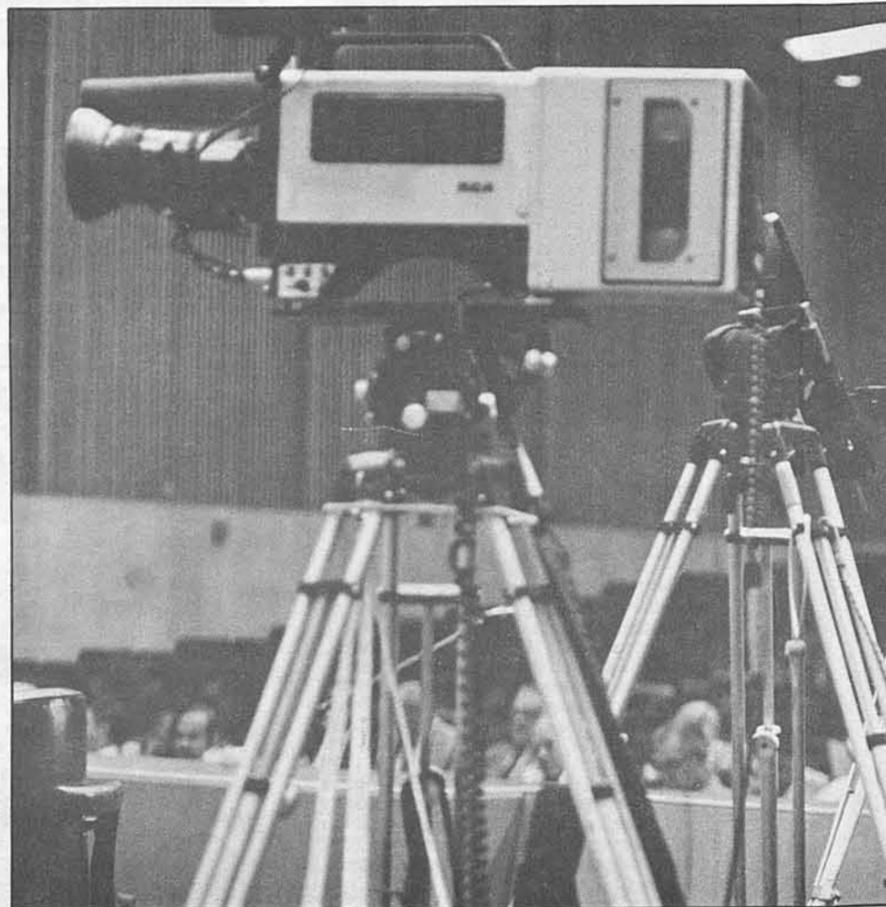


ABOVE — Jim Crawley, Metro Rail chief engineer, discusses project plans during a break in the Hollywood EIS hearing.

RIGHT — Public hearing board members, from left to right; Burton Jones, RTD General Counsel and hearing officer Richard Powers, UMTA representative Abbe Marner and Metro Rail planning manager Nadeem Tahir, listen as citizens voice approval of plans to keep Metro Rail underground through Hollywood.

BELOW — City Councilman Joel Wachs voices his support for the subway project as, "Badly needed transportation for valley residents."

BOTTOM — Two San Fernando Valley residents view Metro Rail display during a "seventh-inning stretch" at the North Hollywood EIS hearing.



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Many issues, including construction noise, traffic congestion, air pollution, land use policies and archeological impacts were voiced by citizens and representatives of a variety of action groups as well as local politicians.

The hearings were conducted, in accordance with federal guidelines, by SCRTD's general counsel Richard Powers and Burton Jones, an experienced public hearing consultant and former South Pasadena mayor.



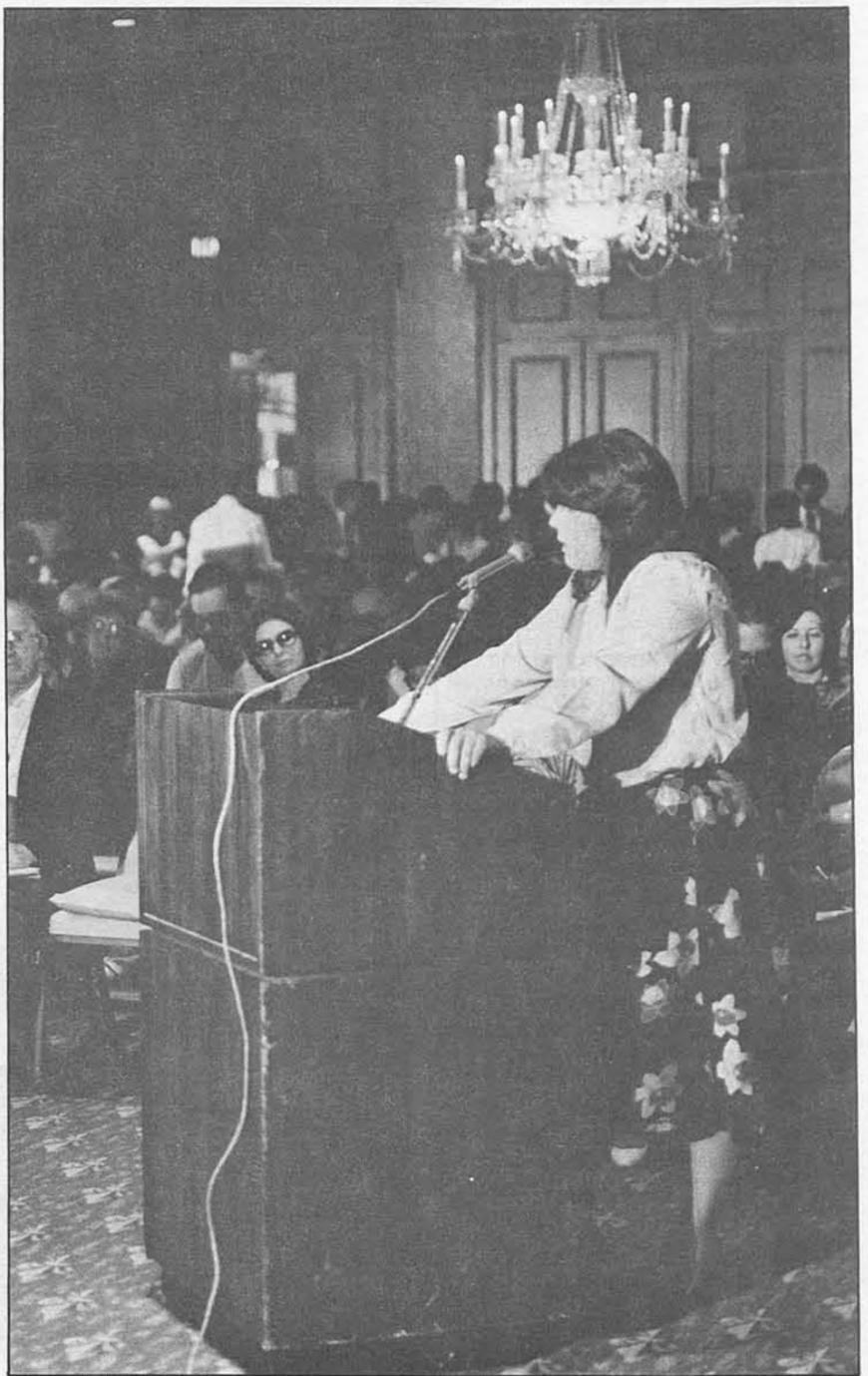
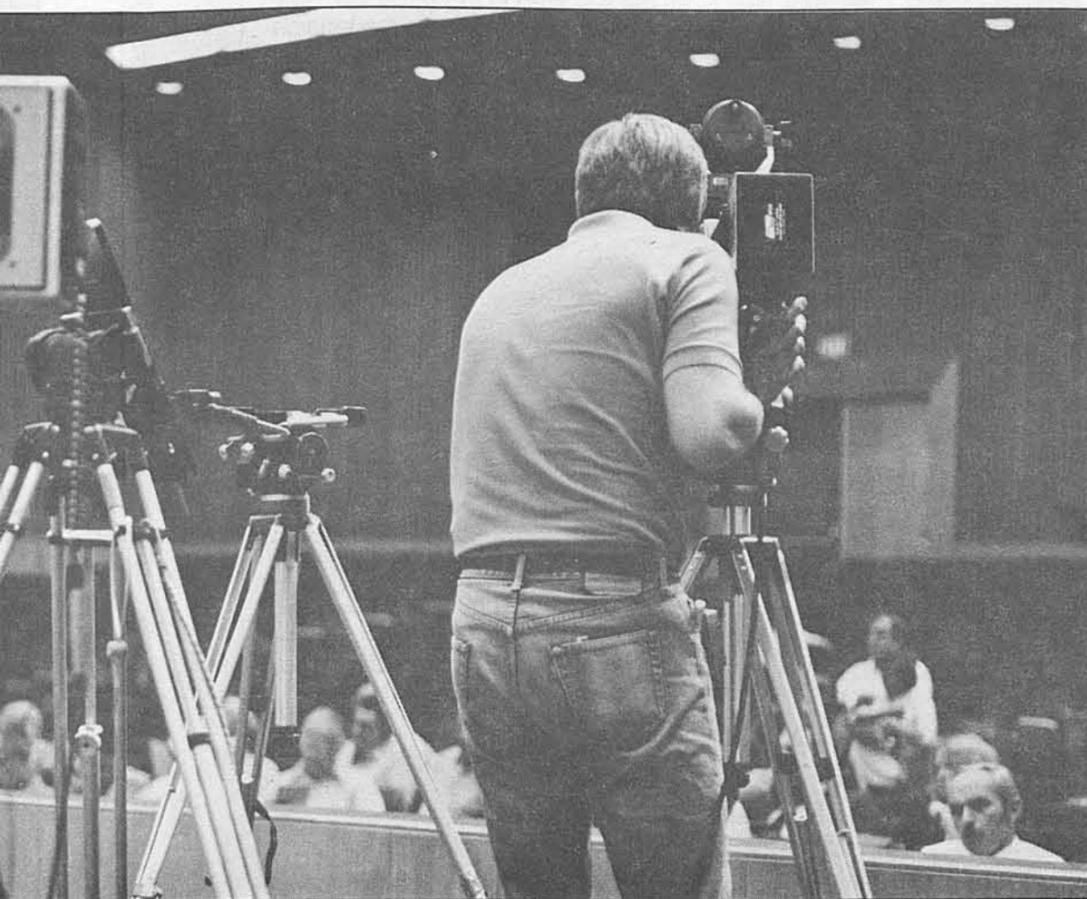
ABOVE — Community Relations representatives Mary Lou Echternach (left foreground) and Sandra Learman pass out brochures and answer questions at EIS hearing.

RIGHT — Pat Garrett, an aide to 24th District Congressman Henry Waxman, reads Waxman's comments into the record.

BELOW — A local TV news cameraman focuses in on the audience during the first EIS hearing.

ABOUT THE COVER

SCRTD Community Relations staff arranged for UMTA Environmental Safety representative Abbe Marner to take an aerial tour of the Metro Rail project's proposed alignment during afternoon rush hour traffic. "Seen from the air like this, you can certainly understand the need for Metro Rail," Marner commented. The building in the background is Getty World Headquarters, still under construction, located near the proposed Universal City Metro Rail station site.



To change weight — change eating habits

A change of eating habits can be compared to riding a bike. It's not easy but with the desire and determination you can learn how and you will never forget.

REVIEW FOOD DIARY

The complete and honest documentation of all the food you eat will be the best reminder of your eating habits. The diary will also be helpful when you start cutting your portions of food in half. Remember, everything you eat is being cut in half. Your motto should be **IT IS**

BETTER THAT THE FOOD GO TO WASTE THAN MY WAIST.

You're now at the point of working on the quantity of food eaten and not necessarily the quality of food purchased and prepared. Be honest and restrict yourself to one-half (1/2) of all the food you normally consume and no second helpings. If you can, start to avoid commercially prepared foods. Start eating a high fiber, low fat diet. That is, lots of fresh fruit and fresh vegetables, chicken, turkey and fish.

CONQUERING OVERFILL

One of the enjoyments of eating is the satisfaction received when consuming food. When this food, either good food or junk food, is consumed in large quantities it is called overfill. Overfill is a habit of eating until you have a full feeling. This is what you want to avoid. You want to modify your eating so you avoid overfill and by cutting your food in half, you'll start your permanent weight loss.

You must break the bonds of an overactive fork by eating slowly and savoring your food.

Continued from Page 4

Era of Futurism

the start of a regional rapid transit system. In 1963, Kaiser Engineers expanded it over part of the four corridors; at a cost of \$619 million, this 64 mile system was financially out of sight.

The Metropolitan Transit Authority was in the transit business for six years. Its accomplishments were unifying the bus service and ending all remaining rail service. The Long Beach interurban line closed in 1961, followed by the last streetcars two years later. It had been hoped that rapid transit lines would replace these abandoned facilities, but all the people got for the study efforts was more piles of paper.

The requirement for financial self-sufficiency made rail rapid transit all but unattainable in Los Angeles. Up in the San Francisco Bay area, people had come to grips with the need for subsidy, and had voted a property tax to help build the BART system. Such a commitment was much harder to come by in the Southland; nevertheless, the state's Senators and Assemblymen were persuaded to exercise some leadership. So, in 1964, they reconstituted the MTA as the "Southern California Rapid Transit District." The new agency bore a specific mandate to build a rapid transit system, and possessed, subject to voter approval, the power to levy taxes.

NEXT MONTH—RTD and the Era of

of

Alternatives Analysis

SLOW DOWN

Acknowledge the food you eat and don't race through a meal. Hal, says the operator that just saw his lay-over time disappear because of traffic jams. The problem with quick snacks, luncheon counters, and fast food chains is that they allow the person to rush



TO YOUR HEALTH

By Elia Borja, RN
Visiting Nurse

through a meal. Chewing becomes incidental - a waste of time, especially when the time is short for whatever reason. Slowing down allows the social aspects of eating to return. Chewing food slowly allows you to enjoy your food, savoring the flavors and makes you feel full when you've actually eaten less. Slower eating allows your satiety center to become activated - the food you eat needs time to satisfy. When you eat quickly, you generally are not satisfied and the cycle of snacking begins. When rushing through lunch, snacks begin to appear soon after and these are usually high calorie foods.

PERMANENT WEIGHT-LOSS OUTLINE

For permanent weight-loss, **DO NOT** rely on:

1. Diet aids
2. Fad diets
3. Check-out stand booklets
4. Calorie counters
5. Advertised weight-loss foods

5. Weigh yourself regularly and become aware of your normal weight.
6. Never allow yourself to gain more than 3 lbs. before altering your activity level and food intake. Use easy calorie restriction by cutting your food in half.
7. No second helpings
8. Be honest with yourself

If you have questions, send them in care of TO YOUR HEALTH, Personnel Department, or call X 6225.

6. Wishful thinking
For permanent weight-loss, **INVEST** in:

1. A good weight scale
2. Daily exercise
3. Supportive friends

For permanent weight-loss, **REMEMBER:**

1. The why, where, and when of eating
2. Avoid the habit of overfill
3. Avoid habit eating; at the movies, in front of T.V. & snacks at a friend's home.
4. Exercise and become a negative calorie consumer - expend more calories than you eat.

IN NEXT MONTH'S ISSUE
More Divisional BBQ's
Rodeo Awards Banquet
RTD and The Era of Alternatives Analysis
Operation Teamwork

Tension and pain form vicious circle

Around the turn of the century Edmund Jacobson, a young Harvard graduate student, discovered that when we are under stress we tense our muscles. He further discovered that this muscle tension causes physical discomfort that tends to make the mental stress even worse. In effect, Jacobson discovered a cycle of stress, pain and tension that feeds endlessly upon itself.

Jacobson, who later became a renowned psychiatrist, developed a technique he called progressive relaxation for breaking this tense-muscle cycle.

Through the years progressive relaxation has shown itself to be helpful in reducing a variety of stress related disorders. In addition to being used as a stress reduction therapy by itself, many of its points have become accepted parts of other types of stress reduction therapies. For instance, both bio-feedback and self-hypnosis employ at least parts of Jacobson's original progressive relaxation techniques.

Jacobson's basic idea was that how we feel physically has a great deal of affect on how we think and act. Experience has shown, for example, that when we have a headache we are more likely to find fault with ourselves as well as others. By focusing on how it feels to relax our muscles, Jacobson believed, we can learn to relax our mind and reduce, if not actually eliminate, the stress/pain cycle.

You can practice relaxation techniques by yourself but when first attempting it, you may find it helpful to have a friend read these

instructions to you as you practice them. This is a shortened version of Jacobson's own technique and has been adapted from the "Executive Fitness Newsletter." Experts recommend you allow at least 20 to 30 uninterrupted minutes to extract maximum benefit from this exercise.

Begin by taking a comfortable position either sitting in a chair with your hands in your lap, or by lying down on your back with your feet against a wall or a heavy piece of furniture.

Close your eyes and maintain normal and rhythmic breathing throughout the exercise.

Now, make a tight fist with your right hand, tensing the muscles in your wrist and forearm as you do so. Hold the position tightly for about five seconds, feeling the muscle tension. Then unclench your fist, letting the tension drain from your forearm, wrist and fingers. Consciously note the difference between how your arm feels now and how it felt when tense.

Repeat the process with your left arm.

Next, tense both upper arms and shoulders. Hold it for several seconds, then relax, again taking note of the difference between how your muscles felt when tense and then relaxed.

Now tense your neck. In most people the neck is the tensest part of the body. Hold the tension for several seconds, then relax. At this point your entire upper body should feel considerably more at ease, or looser, than when you started.

The next step is to make a

frown, scowling as hard as you can. Relax. Explore the feeling as tension drains from your eyes, cheeks and lips.

Now you should raise up on your toes (or push against the wall or furniture if you are lying down) to create the necessary tension in your legs. Hold the position for several seconds and then relax, as before.

By now your entire body should be more relaxed and at peace. As the last step in this exercise, take a deep breath, feeling the tension in your chest. Exhale, breathe in again, hold the breath for several seconds and let it out again, saying to yourself all the while, "I am calm."

Repeat once or twice, concentrating now on how calm you feel. Try picturing yourself somewhere pleasant, perhaps a favorite place you've been to or even somewhere you've never been before but conjures up a peaceful picture in your mind's eye. Perhaps on a beach at sunset or in a flower filled meadow fresh from a summer rain. Imagine, as vividly as you can, the sights, sounds and sensations around you as you feel at peace with the world.

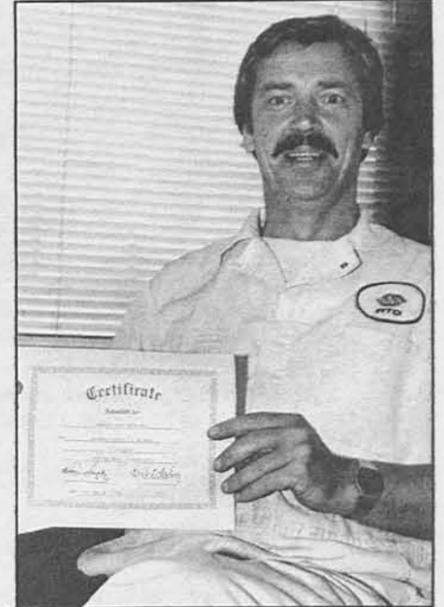
To end this exercise cycle, slowly count to four. At the number one, you will begin to discard the deeper feeling of relaxation. At two and three, you will begin to feel slightly more alert. At four you may open your eyes. By now you should feel fine and refreshed, wide awake and calm.

Try it, you might like it.

TRIPPERS

Paczkowski named Maintenance employee

Andrezej (Andy) Paczkowski, a first shift Mechanic A in the Transmissions Section, was recently named South Park Shops Maintenance Employee of the Month for July. An eight-year veteran of the District, Andy's abilities in reducing V-730 Allison and Renk transmissions overhaul time have been credited with improving his department's productivity.



ANDY PACZKOWSKI



BIG BUCKS — Arthur Martinez, left, won \$500 and Robert Kang won \$1000 in the Employee Suggestion Award Program for design modifications they implemented. Martinez created a die that expedites production of fare box spring retainers, while Kang developed a die that allows the District to produce engine inspection doors, rather than buying them. Also present at the July 7 Board ceremony were General Manager John Dyer (Left, rear), Director of Personnel Gayel Pitchford, Equipment Maintenance Supervisor Steve Stairs and Board president Mike Lewis (far right).

THREE RETIRES — The families of three recent Div. 12 retirees; Viginia Fees, Paul Cole and Ray DeBano, got together recently with friends and co-workers at the division to wish them well in their retirements. From left to right they are: Ann Fees, Anne Baker, Virgil Fees (rear), Dennis Fees, Robin Baker, Virginia Fees, Mike Cole, Sandy Cole, Paul Cole, Ray DeBano and his brother Harry DeBano. The three Cole grandchildren, Dan, Joe and Bob, are grouped in front.



RETIREES — July retirees included Darrell Allan (31 years), Ray Bauman (25), Wray Deitrich (19), Virginia Fees (30), Ulysses Guillebeau (41), David Huey (18), Floyd Lawrence (11), Edward Osborne (37), Francisco Prieto (12), Robert W. Strean (10) and Ralph Risola (26). Also shown are RTD General Manager John Dyer (far left) and Director Nick Pat-sorous (left, rear).

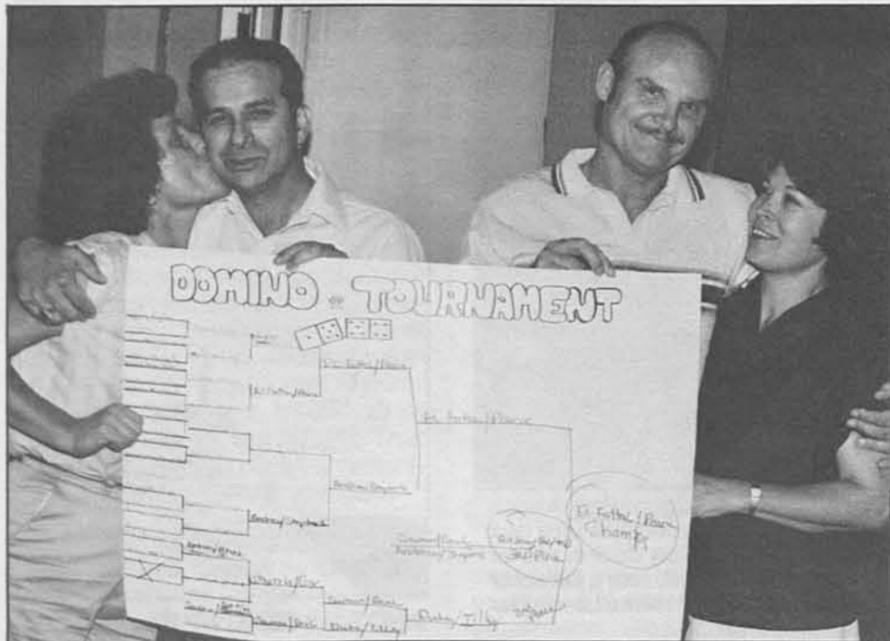
TRIPPERS

RALPH ANTHONY TANNEHILL

A sixth child was born to Ralph and Mary Tannehill on July 16. "We're proud as Hell," Ralph said of the strapping 8 lb. 7½ oz., 21½ inch Ralph Anthony. Mother and child are both doing "just fine," he added.

LARSON ELECTED TWICE

Frank Larson, a Safety Analyst in the Safety Department, was recently elected to a second term as Traffic Commissioner for the City of Rosemead. In addition, Larson was elected Elegant 18th District Commander of American Legion Post 425 during the American Legion's California State Convention held in Palm Springs in June.



DOMINO CHAMPS—Frank El Fattal and Bob Pearce were declared winners of the Domino Tournament held July 8 at the Airport Park Hotel. Each winner received a trophy to commemorate the occasion. Also shown are Angelina El Fattal (left) and Mary Pearce.



EMPLOYEES—June Employees of the Month were Maria Sanchez, Telephone Information, James Wells, Maintenance. Not shown is Operator of the Month for June, Edwin Ziegler, who was in the High Sierra's fishing.



UNITED WAY—Division 2, through the efforts of United Way Campaign Coordinator Sam Harper (center) and his assistant coordinators Robert Pitts and Suzette Reed, increased their division's campaign contributions by 138 percent over last year, for the largest increase in the District. J.J. McCullough, Div. 2 manager, stands at left.

GUESS WHO?



This month's Guess Who winner is Michael Pearce, from Personnel. Mike's guess of Bob Waters in the District Secretary's Office was the first correct one we received.

Mike is now eligible for two tickets to the undersold event of her choice, depending of course on availability, through the Employee Activities Department.

Our current Guess Who has worked as a Transportation department steno, a schedule typist in Scheduling and an Order Typist at South Park. Taken when the girl in this photo was two years old, she now likes traveling to foreign countries and collecting video movies. Can you Guess Who?

Remember, mail your best guess to Headway, Location 32. Be sure to include your name, badge number, work location and extension number.

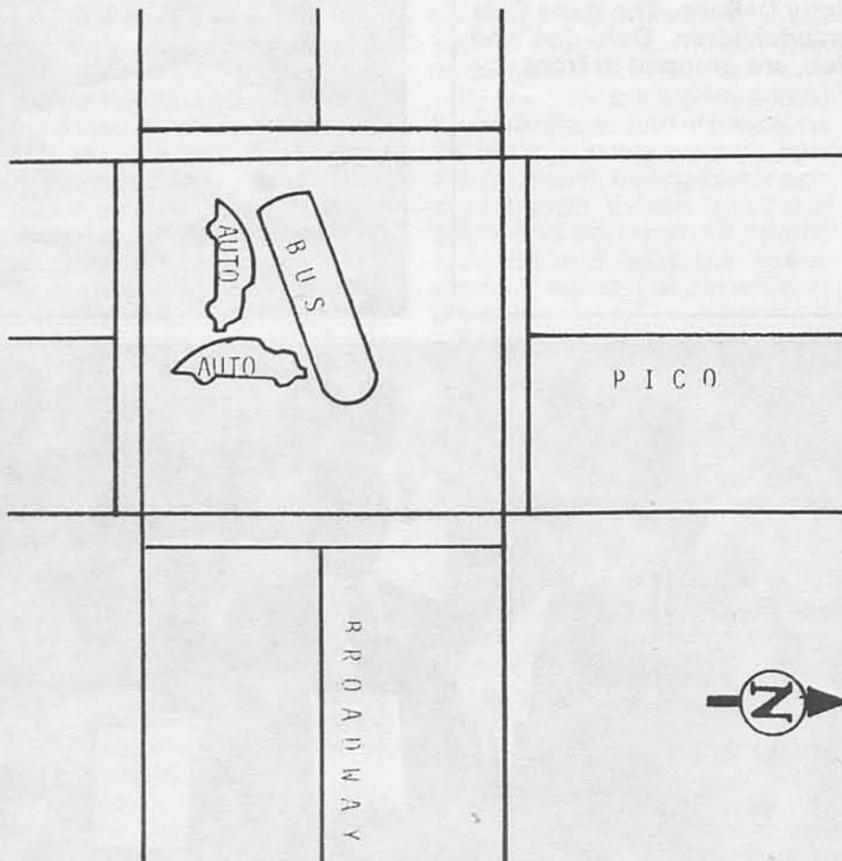
GUESS WHO?



You be the Judge

OPERATOR STATEMENT

I was stopped at the intersection of Pico and Broadway at a red light. I was in the left turn lane, preparing to turn into Broadway. When the light turned green, the auto on my right started and I started also. Suddenly an auto came through the intersection from the right, missed the auto to the right of me and hit me in the front right side at the wheel well. Three witnesses stated that the auto came through the red light.



The green light is no guarantee of the right-of-way. Also, the operator entered the intersection with his view of the southbound traffic partially blocked by a truck. Therefore, this accident is judged preventable.

ANSWER

COMMENDATIONS AND SCHEDULE CHANGES

RONALD D. NEIL, DIV. 15 —

We, the riders of the 413, wish to commend our driver, Mr. Ronald D. Neil, for his services. Mr. Neil drives the 413 which leaves downtown Los Angeles at approximately 5:25 P.M. each evening to Van Nuys. He is competent, courteous, prompt and pleasant; all of which is greatly appreciated by his riders.

When Mr. Neil came to the 413 as our regular driver, there was a marked difference in the service. Our bus is finally on time and we have had **no** no-shows (to which we unhappily became quite accustomed). He has changed us from irritable riders and, justifiably, chronic complainers, into persons who write letters of this nature. We are delighted with his performance and his wonderful personality and are most pleased to put his name forward.

Thank you for providing a driver we think of as our "friend". Whether or not Mr. Neil wins this award which he most assuredly deserves, he will always be our NO. 1 OPERATOR.

Very truly yours
27 Signatures

MOVING UP

- Anderson, Alfred**, from Mechanic B to Mechanic A.
- Armstrong, Kit L.**, from Trn Police Officer to Trn Police Sgt.
- Baca, Michael**, from Mechanic B to Mechanic A.
- Basaldua, David**, from Mechanic B to Mechanic A.
- Benton, Leon**, from Mechanic B to Mechanic A.
- Berringer, Carl E.**, from Mechanic A to Mechanic A Leadman
- Boucher, Norman**, from Mechanic A Leadman to Equip Maint Supv I.
- Boyer, Robert**, from Mechanic B to Mechanic A.
- Castaneda, Henry**, from Operator/Ex Radio Dispatcher to Radio Dispatcher.
- Castillo, Salvador**, from Mechanic C to Mechanic B.
- Coleman, Andy**, from Mechanic C to Mechanic B.
- Covington, Jerome**, from Stock Shop Clerk to Equip Records Spec.
- Davenport-Waldon, D.**, from Data Entry Opr. to Supvg. Data Entry Opr.

- David, Vania**, from Prop. Maint A to Prop. Maint A Leadman
- Denson Jr., Lee**, from Mechanic C to Mechanic B.
- Eley, Patricia K.**, from Stock Shop Clerk to Equip Records Spec.
- Estrada, Jose**, from Mechanic B to Mechanic A.
- Evens, Barbara**, from Tab Operator to DP Documentation Clk.
- Flores, Amorable**, from Mechanic B to Mechanic A.
- Foley, John C.**, from Mechanic C to Mechanic B.
- Fournier, Marc**, from Mechanic B to Mechanic A.
- Gerardo, Ernest**, from Mechanic B to Mechanic A.
- Gillette, Lora L.**, from Typist Clk. to Equip Records Spec.
- Gomez, Raymond F.**, from Stock Shop Clk to Equip Rec Spec.
- Gonzales, Frank**, from Mechanic A to Mechanic A Leadman
- Grigsby Paula E.**, from Info. Clk/Ex Supvr. to Asst. Tele. Info. Sys. Coord.
- Harris, Richard A.**, from Mechanic C. to Mechanic B.

- Sum, Paul**, from Mechanic C to Mechanic B.
- Tervalon, Hillery**, from Mechanic B to Mechanic A.
- Tran, Sen**, from Mechanic C to Mechanic B.
- Velarde, Leonel B.**, from Mechanic C to Mechanic B.
- Villa, Valentin**, from Mechanic B to Mechanic A.
- Villalon, Teresa I.**, from Print Shop Clk. to Equip Rec Spec.
- Wade Jr., Edward**, from Mechanic B to Mechanic A.
- Wang, Jimmy**, from Programmer Asst to Programmer.
- Wiley, Anthony**, from Rel Stock Shop Clk/Storekeeper/Equip Records Spec to Rel Equip Rec Spec.
- Wilkins, Eddie L.**, from Storekeeper to Rel Equip Records Spec.
- Williams, Opal J.**, from Data Processor Opr I to Data Processor Opr II.
- Wilson, Golda**, from Mopper/Waxer to Mop/Wax Lead.
- Wu, Ken**, from Mechanic C to Mechanic B.

The following individuals also received commendations last month:

DIVISION 1

- Larry Barnes
- Henry Castaneda
- Joe Contreras
- Albert Evans
- Miguel Moran

DIVISION 2

- Alton Harrell
- E. Paternoster Jr.
- Gordon Hines
- Gabriel Merritt
- Douglas Jackson
- William Gerhold

DIVISION 3

- Steven Morales
- Victor Molina
- Jaime Saenz
- Jeanette Lathan

DIVISION 5

- Paul Jenkins (2)
- Neon Johnson
- Abdul Saafir
- Garrett Poindexter
- Alpha Marshall-Goodall
- Wilmer Shumake
- Diane Lee

DIVISION 6

- Frances Dawson
- Jose Reguero Jr.
- Ralph Wesling
- Andrew Harris

DIVISION 7

- George Anderson
- Jimmy Shorters Jr.
- James Waters Jr.
- Frank Merriweatner
- Michael Turner
- Wendell Davis
- Luis Zajdenberg
- Marie Sherman
- Nathaniel Ruffin
- Pedro Perez

DIVISION 8

- David Chenoweth
- Lynn Getty
- Leroy Hutchinson
- Charles Robinson
- Grant Copenhagen

DIVISION 9

- Jay Harvey

DIVISION 12

- Harry Brame

DIVISION 15

- Louis De Luca
- Jerome Grays
- Bellenger Morgan
- Lester Williams
- Austin Miller, Jr.

DIVISION 18

- George Nahra
- Jerry Pettenay
- Prince Williams, Jr.

- Hawkins, Gerald**, from Storekeeper to Rel. Equip. Records Specialist.
- Hummel Jr., Thomas**, from Mechanic B to Mechanic A.
- Johnson, Joanne E.**, from Typist Clk. to Word Processor Op. I.
- Kalsi, Avinash**, from Operator to Data Proc. OP I.
- Kinser, David**, from Mechanic B to Mechanic A.
- Levy, Ike**, from Prepaid Sales Coord. to Prepaid Sales Mgr.
- Lyons, Ralph B.**, from Mechanic C to Mechanic B.
- Lynum, Jessie M.**, from Utility A to Utility A Leadman.
- Magruder, Curtis D.**, from Mechanic B to Mechanic A.
- Marshall, Ronald V.**, from Jr. Stock Clk. to Stock Clk.
- Martinez, Juan**, from Mechanic B to Mechanic A.
- Mayfield Jr., John E.**, from Mechanic C to Mechanic B.
- Melendez, Luis A.**, from Multilith Opr. to Equip Rec. Spec.
- Mendoza, Arthur**, from Stock Shop Clk. to Rel Equip Records Spec.

- Merritt, Richard**, from Mechanic B to Mechanic A.
- Miller Jr., Roger**, from Mechanic B to Mechanic A.
- Mitchell, Donald**, from Stock Shop Clk. to Equip Records Spec.
- Moreno, Emigdio**, from Mechanic C to Mechanic B.
- Mori, Dana**, from Mechanic B to Mechanic A.
- Munoz, Dean R.**, from Mechanic A to Field Equip Tech.
- Najera, Henry**, from Mechanic B to Mechanic A.
- Pachan, James D.**, from Mechanic C to Mechanic B.
- Perry, Wynston A.**, from Revenue Clk. to Accounts Payable Clk.

- Robertson Andrea**, from Rel Stock Shop Clk/Storekeeper/Equip to Records Spec.
- Roth, Michael**, from Mechanic B to Mechanic A.
- Royster Jr., Frank**, from Stock Shop Clk. to Rel Equip Records Spec.
- Simensky, Scott**, from Info. Clk. to Passenger Serv. Rep.
- Solamon, Ejigu**, from Stock Shop Clk to Rel Equip Records Spec.
- Sprein, Joseph**, from Property Maintainer A to Cabinet Maker.
- Stanley, Paul**, from Mechanic C to Mechanic B.

SHIFTING GEARS

- Anderson, Gaylord**, Mechanic A Leadman has retired after 11 years of service.
- Brazzle, Johnnie**, Utility A has retired after 20 years of service.
- Byrd, James A.** Mechanic A has retired after 30 years of service.
- Finn, Leonard A.** Radio Dispatcher has retired after 24 years of service.
- Fouroux, Aurelia** Operator has retired after 26 years of service.
- Gaddy, Harry E.** Dispatcher has retired after 30 years of service.
- Green Edmond C.** Operator has retired after 29 years of service.
- Lawrence, Floyd W.** Operator has retired after 11 years of service.
- Lynum, Benjamin T.** Division Trans. Mgr. has retired after 36 years of service.
- Lopez, Alex K.** Bus Operator has retired after 31 years of service.
- Osborne, Edward** Operator has retired after 37 years of service.
- Rauch, Chester** Mechanic A has retired after 21 years of service.
- Urschel, Clarence G.** Operator has retired after 24 years of service.

IN MEMORIAM

- Cantrell, Carson**, Division Dispatcher since June 10, 1952 passed away June 16, 1983.
- Cowie, William J.**, Car Repair Leader since April 5, 1923 passed away June 13, 1983.
- Gentle, Lee**, Operator since June 21, 1979 passed away June 2, 1983.
- Keathley, Forrest M.**, Operator since March 9, 1923 passed away June 23, 1983.
- Ovenshire, Robert**, Operator since February 16, 1976 passed away June 11, 1983.
- Phillips, Theodore**, Former Div. Clk since December 3, 1934 passed away March 16, 1983.
- Robinson, Rodney U.**, Operator since October 1, 1968 passed away July 5, 1983.
- Roth, Jack N.**, Operator since October 31, 1982 passed away June 25, 1983.

Roadeo Thanks

The following departments provided judges and/or services which contributed to the success of the 1983 Bus Roadeo.

- | | |
|--------------------------|-----------------------------|
| Property Maintenance | Schedule Department |
| Telecommunications | Operations General |
| Transit Police | Maintenance Divisions |
| Instruction | Safety |
| Transportation Divisions | Employee Activities |
| Transportation General | General Services |
| Human Relations | Purchasing |
| Community Relations | Print Shop & Layout Section |
| Real Estate | Marketing |
| Stops and Zones | |

CLASSIFIED ADS

Employees and retirees of RTD may use this column free of charge. Ads will be limited to one per person each month and will not be held over for repeat. Ads should be submitted either typed or printed. Include your name, work location and company phone, and home telephone number.

District policy prohibits ads for commercial ventures and such will not be published or returned. Send ads to Headway, Location 32, 425 S. Main St., L.A. 90013.

WANTED

Transmission mounts for 1963 Buick Special or Electra. Willing to cannibalize off of your old junker. Call Jeff at (213) 461-7962 any-time.

FOR SALE

Perfect retirement or vacation home in Oregon's Coast Mountain range. 1/4 acre grapes and woodshed/garage. 2 bdrm., 1 ba., full electric heat plus Earth Stove. Lovely community of 1800, near schools and markets. Deer, bear, elk, grouse, quail, pheasant, trout, cutthroat, steelhead, salmon and bass all within minutes. 12% assumable, \$42,500 firm. \$10,000 cash or equity trade makes it yours. Call 897-1625 or 464-2362 eves.

FOR SALE

Spanish house in Culver City, 3 bdrm., 1 1/2 ba., remodeled kitchen, new wiring, plumbing, roof. \$160,000/best offer. Ask for Becky at 626-0370 (days) or 559-5090 (eves).

FOR SALE

1978 Fiat 131—4 dr., 5 speed. \$2,000/best offer. Call Becky at 626-0370 (days) or 559-5090 (eves).

FOR SALE

By owner, Lifetime membership in private campground with guaranteed camping days each year, in beautiful Silent Valley. Mbrshp can pass down to family. Adult and child rec areas, swimming, horseback riding, fishing, water and elec hookups, rec vehicle storage, store and gas on premises, restaurant. \$3,250 Call Mel Purkeypale (714) 987-3106 eves after 8 pm.

FOR SALE

Two AI 16,000 sq. ft. lots. Rural area, horse property. Owner will carry 50%. 330-1915.

RTD HEADWAY

Published monthly for the employees and retirees of the Southern California Rapid Transit District.

Editorial input and suggestions welcome. Deadline for receipt of editorial copy is the 10th of each month. Send black-and-white photographs only, please. Requests for photographic coverage of District events must be preceded by 72 hours notice.

Mailing address Headway, 4th Floor, 425 South Main Street, Los Angeles, CA 90013. Telephone 213-972-6680.

Dennis Dobson, Editor

TRANSIT DISTRICT EMPLOYEES FEDERAL CREDIT UNION

HAWAIIAN!

SWEEPSTAKES

WINNERS
ANNOUNCED



Each Member Account Insured by \$100,000
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National Credit Union Administration

FIRST PRIZE—HAWAIIAN DREAM TRIP

TIMMY DAVIS

SECOND PRIZE—19" COLOR RCA TV

MARY LOU ECHTERNACH

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RTD HEADWAY

Metro Rail EIS
Is on its way to UMTA . . .

In a show of community support for RTD's Metro Rail project, over 1,100 people took the time to attend a series of eight public hearings on the project's Draft Environmental Impact

Continued on Page 6