

# HEADWAY

Director  
Jenkins

Safety  
Awards

Assigning  
Buses

Blast  
from the  
Past

Olympic  
Gold  
at 9318



Bus Facelift



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## Happy Thanksgiving From the *Headway*

Each year in the United States we set aside one day to meditate on the blessings we appreciate as its citizens. Along with the freedoms and rights we enjoy as American citizens, we reap the benefits of a plentiful food supply and the opportunity for personal success. A fitting way to celebrate our gratitude would be to spend part of this Thanksgiving Day in giving to others who are less fortunate. Even though America is the richest nation on earth, approximately one-third of its families live below the poverty level and will not get the chance to feast. There are those too who will be lucky to eat one good daily meal. Sharing with the needy will allow us to better appreciate what we have. As we celebrate Thanksgiving—November 24, 1988—remember to give of yourself to make Thanksgiving Day a joyous occasion for all.

Those of us who work at the headquarters building on Main St. are acutely aware of the unfortunate, dispossessed members of our affluent society. On a daily basis as we enter the building to begin our day's work many of us pass the homeless huddled in "cardboard condos" on the sidewalks, alcoholics passed out from the evening's binge, and the mentally deranged who in their hopeless muddle and paranoia frighten us. Add to this the constant panhandling and the groups who prey on the vulnerable or anyone who happens to be on the street at the wrong time and you've got a demoralizing, potentially violent, and constantly fear-ridden situation. Those employees who have already fallen victim to our mean streets will read this as an extreme understatement. This month more of the headquarters staff who were dispersed after last year's earthquake are returning to the building. The threat the surrounding neighborhood presents to these returnees is renewed; many are anxious about their return and fear for their safety when walking to and from either their parking lot or bus stop to the building.

The nature of the neighborhood has been a problem since I started working here. In that time there has been much hue and cry and some action taken. One such approach was to run a shuttle to outlying bus stops and parking lots in the downtown area to deliver and pick up employees at the building, another was a self-defense program sponsored by the Transit Police Department. These programs were canceled for lack of use and interest. If you have an idea or a suggestion for effectively dealing with the neighborhood please send it to the *Headway*. We will publish your suggestion in the next *Headway* and direct it to the appropriate department for implementation. We are looking for realistic, practical solutions, please.

Mary E. Reyna  
*Headway Editor*

## Jenkins Appointed To RTD Board

Jeff Jenkins, 26, a member of 1st District County Supervisor Pete Schabarum's staff, was appointed by the supervisor to the RTD Board of Directors.

Sworn in by District Secretary Helen Bolen on September 20, Jenkins replaces Director Erwin Jones. "I think as a director I will be working more closely with Supervisor Schabarum. My views are closer in line with his," said Jenkins.

**"I encourage contact, and am waiting to hear new, innovative ideas."**

The new director says his primary concern for the RTD is meeting the diverse demands of the region with fewer transit dollars. "Given the current situation, RTD will not be able to meet the expanding demands of transportation in the county," said Jenkins. He sees a need to create the right atmosphere in order to provide the best public transit. The right atmosphere according to Jenkins includes a lessening of tension between the RTD and LACTC, reducing internal RTD costs, and brokering out of service. "It is not in the best interest of the RTD to limit its opportu-



*RTD Board Director Jeff Jenkins is sworn in by District Secretary Helen Bolen on September 20.*

nities," he said.

As a staff aide to Schabarum for the last two years, Jenkins said he has worked with RTD staff and board members. "I look forward to this appointment. I have worked with the board in the past and I like them. I think they are thoughtful, unique individuals." Jenkins also looks forward to interacting with the District community. "I encourage contact, and am waiting to hear new, innovative ideas. Employees can call me anytime."

Jenkins, who describes himself as a conservative, pragmatist, and fiscal realist, admits having ambitions toward elected office. He is not married, "but looking," he said.

The new director attended Damian High School in La Verne and, later, the University of Denver. He holds a bachelor's degree in business administration from Cal Poly, Pomona. Jenkins resides in the city of Walnut.

## Divisions 3208 and 9306 Make the Safety Roll



*Second Quarter Safe Performance Awards were given to Division 9306 Manager Michael Bottone and Division 3208 Manager Bill Griffin at the September 22 Board of Director's meeting. Front row, from left to right: Safety Engineering Assistant Rufus Francis, Maintenance Instructor Chuck King, Division 3208 Manager Bill Griffin, and Director of Risk Management Barbara Akk. Back row, from left to right: General Manager Alan Pegg and Director Nick Patsaouras.*

Safe Performance Awards were presented to Division 3208 Manager Bill Griffin and Division 9306 Manager Michael Bottone at the September 22 Board of Directors' meeting.

The Safe Performance Award Program continues to play a major role in the reduction of fleet and occupational accidents both in transportation and maintenance.

Division 8's performance reaped a 14 percent decrease in fleet accidents from the first quarter. The general manager's goal for fleet accidents is 4.2 per 100,000 miles; Division 8 sets at 3.1 or 1.1 reports better. Even more impressive is the division's reduction in lost time injuries: 11 lost time injuries below the

last quarter, for a decrease of 74 percent. The division is 57 percent below the District's goal of 9.0 lost time injuries per 100,000 work hours. These impressive safety gains were made as the division increased its miles driven by 4 percent; that is, 2,284,428 miles for the second quarter as compared to 2,198,300 in the first quarter. Division 8 has won the award five times previously.

Transportation Manager Bill Griffin said that Division 3208 has always been a good safety performer. "I think the contributing factors to our success have been threefold. Namely, the Target Line Program with which we try to improve operators'

*continued on page 4...*

## RTD Rides in 16 de Septiembre Parade

Greeting some of the nearly 300,000 spectators who lined the route of the annual East Los Angeles parade held September 11 are bus operators Jose Arizmendi from Division 9, 1988 Bus Rodeo winner and the June

Operator of the Month Rogelio Chacon from Division 12. RTD Community Affairs Representative Nell Soto is in the driver's seat.

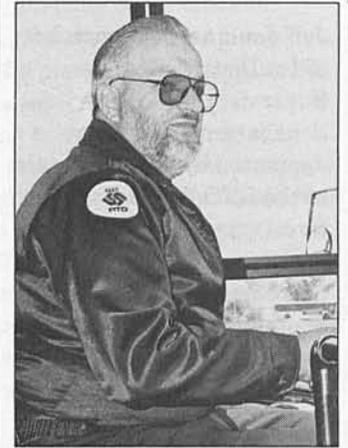
RTD participated in the festive event to foster

goodwill in the community and to say thanks to its many Hispanic patrons who use RTD every day. Slightly more than half of the 1.3 million riders carried by the RTD each weekday are Hispanic.



Jose Arizmendi, Rogelio Chacon, and Nell Soto participated in the 16 de Septiembre parade in East Los Angeles.

## Urso Chosen Operator of the Month



Operator of the Month Dainton Urso.

Division 15 Operator Dainton Urso was named Operator of the Month for August. He received a certificate of merit from the the RTD Board of Directors on September 22.

Urso has been an operator with the District for 13 years. He has received the maximum amount of merits awarded to an operator with an outstanding performance and safety record. In addition, he has received numerous letters of commendation from his division manager and the public.

"Dainton Urso is a model employee," said General Manager Alan Pegg. "His performance over the years sets a standard of excellence for all our operators to follow."

Urso drives line 90 which operates between Sunland and downtown Los Angeles. He enjoys camping, hiking, and cookouts with his family on his off time. Urso resides with his family in Palmdale.

## ...Safe Performance

...continued from page 3 performance; the change in claims administrators, we're getting a faster response now; and the instructors' follow-ups to accidents," Griffin said.

"Our instructors use video cameras to tape dangerous situations and locations to focus the operators attention toward safe performance. They also act immediately on follow-up rides after an accident," he said.

Maintenance Instructor Charles King received the award for vacationing Division 9306 Acting Maintenance Manager Mike Bottone. "I think Mike makes it work because when he sees a problem he attacks

it rather than hiding his head in the sand like an ostrich," said King.

Bottone, in a later interview, stated the success of the division is all credited to communication. "I communicate with the mechanics. Together we work out the safety issues before they become problems. I also had a very good safety coordinator in Jim Pilon. As a group at the division we all became aware by talking about safety at our meetings once a week. If any issues came up, we took care of them as fast as we could," said Bottone.

Division 9306 reduced its lost time injuries by 63 percent from the first quarter. The division

reported 15.3 incidents in the first quarter; these decreased to 5.7 at the end of the second quarter. The general manager's goal is 8.5 lost time injuries per 100,000 hours, Division 9306 is 2.8 reports below it. The division showed a decrease of 4,021 in hours worked when compared to the first quarter, but increased their hours between injuries from 3,321 to 11,275. The division has earned the award five times since the inception of the program. Bottone has won a safe performance award previously.

Both managers received an incentive award in the form of a \$100 check and a plaque from RTD Director Nick Patsouras.

# MARKETING NEWS



The RTD Marketing Department produces a wide variety of brochures which enable District riders and the public to locate route information easily and quickly. The brochures help people get the most out of bus service both for commuting and leisure travel.

Detailed maps of the District's nine service areas, brochures describing special services, and tips on using the RTD are all prepared by the Marketing Department as an extended service to our patrons. In addition to line information, these publications feature suggestions for using the RTD for recreation and other non-work trips.

For each service area the RTD Marketing Department has created a sector guide. The guides are updated three times each year to reflect route and line changes. These sector guides give our patrons current information on the routes near them and save the District the expense of frequent updates of a system-wide map.

"With the end of a subsidized 50-cent fare, our routes began to change much more frequently. The cost of producing a system-wide map four times a year became prohibitive," comments Promotions Unit Manager Alice Tolbert-Wiggins. "We designed the

sector guides to present the public with accurate and timely information in a format which conforms to the District's budget requirements."

The guides feature points of interest in the area, general bus information, RTD bus line numbers in the area, and RTD telephone information.

Marketing and Communications Representative Ed Langer sells the covers on many of the guides.

"It's a very inexpensive way for points of interest to get wide exposure throughout the region," he said. "I often have several locations that want to be featured on the sector guide for their area."

"I'm beginning to get requests for advertising photographs in other parts of the guides," Langer added. "The Huntington Park Chamber of Commerce sees the South Central Sector Guide as an unbeatable way to promote the city and its merchants. They're paying for the cover of this sector guide and a one-page ad inside featuring their annual Christmas Parade."

Marketing and Communications Representative Scott Smith has sold the cover of the San Fernando Sector Guide to Fallbrook Mall for the last two printings.

"They feel they can't get



*Marketing and Communications Representative Ed Langer and Production Coordinator Sharon Sherman Littman proof artwork for the South Central Los Angeles Sector Guide.*

a better value for their advertising dollar and are very pleased to represent the area on a piece with such a wide circulation," Smith says.

Marketing and Communications Representative David Wilson has sold the cover of the Burbank, Glendale, and Pasadena Sector Guide to the Glendale Galleria.

***"It's a very inexpensive way for points of interest to get exposure throughout the region..."***

"The market area exposure was very attractive to Galleria management. They have been so pleased with the results that they've purchased the cover of the East Los Angeles Sector Guide for Montebello Towne Center, another mall they manage," Wilson says.

"Outside of basic bus service, public information is the most important

service we offer," says Wiggins. "The brochures we produce are often our only direct link with our passengers and the general public."

In addition to serving as an attractive information source, the guides generate income for the District.

"There is usually more than one request to sponsor each sector guide," Langer says. "Sponsors not only reach potential customers, but get their message out throughout Southern California."

The Marketing Department developed the sector guides in response to public request for additional bus information.

"Several years ago we became aware that our line-specific materials did not fully meet the needs of the public or the District," Wiggins says. "The sector guides were created to communicate information about route changes in a positive fashion. Public literature such as the sector guides are promotional and enhance the image of the District."

# Credit Union News

## FSLIC'S Negative Net Worth Is Debated

by Debbie Flores-Pollock,  
Marketing Director

The Federal Savings and Loan Insurance Corporation (FSLIC) recently disclosed that the negative net worth of the insurance fund at the end of 1987 nearly doubled from the end of 1986. They estimate the deficit to be \$11.6 billion at the end of 1987, compared to \$6.3 billion at the end of 1986.

...Congress' General Accounting Office is conducting an audit of the FSLIC.

Officials of the fund estimate that the cost of merging or liquidating the 204 hopelessly insolvent savings and loans across the country has climbed to \$15.3 billion. These amounts are carried on the FSLIC's

books as contingent liabilities.

The numbers are consistent with estimates made by Danny Wall, chairman of the Federal Home Loan Bank Board. These estimates, however, are far smaller than those given by private analysts and economists. Those estimates range from \$40 to \$60 billion.

The actual amount of deficit is important because the Congress' General Accounting Office is conducting an audit of the FSLIC. If the GAO and the FSLIC fail to agree on a figure, the GAO will not certify the FSLIC's financial statement. This would surely further erode public confidence in the FSLIC.

### Announcement

The winner of a sailing lesson plan on board a luxurious sailboat is Harvey D. Parnell.

*Congratulations, Harvey!!!*

## Notice of Asbestos

In compliance with the Safe Drinking Water and Toxic Enforcement Act, the owner of the building which the RTD uses as its headquarters building (411-425 S. Main St.) is notifying tenants, employees, and neighbors that the building may contain some asbestos, a chemical known to the

State of California to cause cancer.

The owner maintains that he has established a comprehensive program of building maintenance designed to effectively manage all asbestos containing materials located in the building.

# TOP OPERATORS

for August

The awards for the Operator Recognition Program for the month of August were announced in the latter part of September. The presentations include the Manager's Award and the Sweepstakes Awards for both full-time and part-time operators.

The program has as its purpose to recognize and reward the many bus operators who consistently perform in an outstanding manner. The theme of the program is "In Pursuit of Excellence." Those operators succeeding in their pursuit are listed below.

### Manager's Award

- 3201 Victor L. Arriola
- 3203 Rosie L. Banks
- 3205 Eddie Lee Bryant
- 3206 Part of Div. 3212
- 3207 George Anderson
- 3208 Richard Piche
- 3209 Leoncia T. Sia
- 3210 Winston Fisher
- 3212 Earnest Pate
- 3215 Dainton Urso
- 3216 Robert Blake
- 3218 Ethel M. Jefferson

### Sweepstakes Award

#### Full-Time Operators

- 3201 Carlos Hernandez
- Eugene Ransom
- Mark Tat-Tong
- David Sanderson
- Enrique Quezada
- Adolph Saenz
- Henry Langsner
- Eldon Jamison
- Alvaro Bolanos
- Guillermo Perez
- Peter Gerrits

- 3203 Stephanie Houdashelt
- Baudilio Santos
- Frank Zamora
- Mario Cancio
- Foster Taylor
- Kris Sharp
- Timothy Van Horn
- Larry Pollard
- Ramtin Gholizadeh
- John Fangon, Jr.
- Rene Olivares
- 3205 Edward Granados
- Tommie Johnson
- Jimmy Brown
- Thurmon Green
- Richard Lewis
- Frederick Chavez
- Wayne Davis
- Albert Stanislas
- Ernest Miller
- Anthony Galbreath
- Obbrie Martin
- 3206 Eva Guillory
- Melvin Braxton
- 3207 Carlos Iglesias
- Barrion Marsh
- Dale Kinkade
- Raymond Duncan
- William Thomas
- Francisco Escobedo
- Eddie Razo
- Reynaldo Aparicio
- Demetrius Jones
- John D. Saunders
- Columbus Burnette
- 3208 Steven Churchill
- William Marshall
- Benny Fox
- David Franco
- Manuel Estrada
- Joseph Eckhart
- Candelario Gomez
- 3209 Luis Alvidrez
- Francisco Cordova
- Mike Estrada

Hisaias Gonzales  
 Robert Hall  
 Sally Lemkuhl  
 Elmer Lewis  
 Gabino Limon  
 Damian Lopez  
 Robert Sweatt  
 Earnest Williams  
 3210 Eloisa Diaz  
 Ronald Kelsey  
 Clyde Lewis  
 Robert Biedron  
 Embry Hayes  
 Rogelio Madrigal  
 Thomas Mattocks  
 George Samoylenko  
 Edmund Pemberton  
 Jimmy Williams  
 Jose Perez  
 3212 Harvey Brown  
 Robert Ferrell  
 Thomas Fortes  
 A. Lam  
 James Coleman  
 Daniel Gavurnik  
 Samuel Licon  
 Bobby Tift  
 Peter Cardias  
 3215 Elizabeth Harvell  
 David Iglesias  
 Jesse Kirkland  
 Nicholas Tummolo  
 Gernot Hilke  
 Lester Williams  
 George Jackson  
 Jessie Wilson  
 Willie Garrett  
 Phillip Patton  
 Gary Miller  
 3216 Clarence Dine  
 Ogle Menees

Herman Koenekamp  
 Paul Brooks  
 Robert Descombes  
 Keith Sands  
 Tilmon Perry  
 3218 Ignatius Arellano  
 Donald Bowman  
 Darryl Brooks  
 Briggie Coleman  
 Leon Harrison  
 Dexter Jennings  
 Jimmie Land  
 Joyce McKenzie  
 Laretta Meadows  
 Renard Perkins  
 Jimmy Render  
**Sweepstakes Award**  
**Part-Time Operators**  
 3201 Francisco Sandoval  
 Hernan Navarrete  
 3203 Josephine Robles  
 Jorge Baltazar  
 3205 Humberto Moreno  
 Raul Montenegro  
 3207 Lee Bentley  
 George Mann  
 3208 Michael Reed  
 Juan Rosas  
 3209 Alex Duran  
 Alice McDonald  
 3210 Joy Parker  
 Joseph Passaretti  
 3212 Joseph McDaniels  
 Donald Biehn  
 3215 Salvador Castro  
 Luu Phong Nguyen  
 3216 Angela Hale  
 Debbie Everett  
 3218 Nho Van Le  
 George Tillmann



# PUBLIC COMMENDATIONS

## Thanks for a Job Well Done!

Below follows a list of the people who make us look good.

### Division 3

Carmier, Walter  
 Charles, Paul  
 Dee, Willie  
 Macklin, Fred  
 Nguyen, Thi X

### Division 5

Daniels, Richard G.  
 Hollingquist, Frank V.  
 Kuykendall, Howard T.  
 Lampkin, Warren L.  
 Lewis, Patrick D.  
 Luke, Gerald F.  
 Pope, Charles I.  
 Trezuant, Cheryl D.

### Division 6

Mary Collins

### Division 7

Baines, Vanessa F.  
 Feldra, Larry F.  
 Graham, Keith A.

Jones, Demetrius D.  
 Sanders, Vassielonia  
 Sharp, Anthony  
 Sidney, Meredith  
 Washburn, Dennis  
 Williams, Alton

### Division 8

Buell, David A.  
 Ferraro, Robert  
 Scott, Randy H.

### Division 9

Bernstein, Andrew  
 Cunningham, Ralph C.  
 Foster, Ronald L.  
 Granado, Richard  
 Gutierrez, Jose D.  
 Hawkins, Raymond H.

Hunt, Mervin N.  
 Marcozzi, Patricia  
**Division 10**  
 Garcia, Ramon  
 Harvey, Jay  
**Division 12**  
 Guevara, Carlos A.  
 McKay, Major  
 Murillo, Rafael M.  
 Petry, Josephine S.  
 Schuster, Zachary W.  
**Division 15**  
 Berkowitz, Carl F.  
 Robinson, Frank E.  
 Sira, Jawahar S.  
 Smith, Williams  
 Sobray, Thomas J.  
 Uvals, Eduardo A.  
 Vasquez, Jose  
 Velez, Norma E.  
 Williams, Lester E.  
**Division 18**  
 Bonville, Gwendolyn  
 Gosha, Thomas  
 Neal, Emery L.  
 Poe, Joann Webb  
 Simpson, Ronald  
 Turner, Debbie

To: RTD Courtesy Dept.  
 Madam:

I am writing to congratulate RTD for having the insight to hire a driver like Mr. Gerald Luke and also to thank him for his courtesy, patience, and ability to keep his cool.

While on his bus, Mr. Luke had two wheelchair customers, one who was completely helpless and could not verbalize. The first customer got off easily, but

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**GREAT AMERICAN**  **SMOKEOUT**



NOVEMBER 17

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the mechanism holding the second chair would not function. Mr. Luke, through his ingenuity, was able to dislodge the second chair but throughout he was reassuring the customer in such a kind tone of voice, was so pleasant. If he hasn't received an award, he certainly should as the most courteous, pleasant, and helpful driver I have met.

Thank you,  
Doris Bruce

Dear Sirs:

I boarded the RTD bus for my daily trip down PCH. At our first stop, one of the passengers had a grand mal seizure which was very traumatic to the victim and to witnessing passengers.

Your driver, Rafael Murillo, acted with dispatch in hastening to the victim's aid. He called the paramedics. He translated for the paramedics and saw to it that his other passengers were able to board the next bus. As soon as the paramedics took over, Mr. Murillo had us on our way again and I reached my work place on time.

In this world where so many people seem to pass by those in need, I felt Mr. Murillo should be recognized for his compassion, caring, and quick response. The remaining passengers felt the same as I do. Thank you for a driver we all feel comfortable with on our daily excursions.

Sincerely,  
Dolly Ahrens

Dear Manager:

With all the negative publicity going around about a very few RTD drivers, I would like to single out one

that more than made up for any bad ones you may have.

Operator Ed Uvals picked up a blind passenger who was very upset and confused because he had worked late and missed his connection into town.

Your driver calmed and assured him it would be all right. When we arrived at the Golden Mall in Burbank, before going out of service and before I could offer to help since I was going in the same direction, your driver took the young man by the arm, walked him to the corner and then across the street to a bus bench where he introduced the young man to others there that promised to help him the rest of the way. Considering how eager we all are to go home at the end of a work day, I can better appreciate him taking time to help.

Being one that believes in accentuating the positives instead of blowing up the negatives, I am sending the *Herald-Examiner* a copy of this letter.

Sincerely,  
Melba Jimenez

Division 15 Operator Anita Sepulveda was commended for her assistance to a differently abled

...**Mr. Murillo should  
be recognized for  
his compassion,  
caring and quick  
response.**

young man. The twelve-year-old unknowingly boarded RTD buses instead of his regular school bus. Police throughout southern

California, including the Transit Police were attempting to locate him with the assistance of local radio media. Ms. Sepulveda observed that her young

rider needed assistance and personally escorted him to the Altadena Police Station, where relatives were contacted.

## SHIFTING GEARS



**Brett, Jerry W.**, began with the District on April 17, 1965, retired as an Operator on August 21, 1988.

**Castro, Victor M.**, began with the District on September 15, 1972, retired as an Operator on May 16, 1988.

**Crise, William K.**, began with the District on December 11, 1978, retired as a Staff Assistant on July 1, 1988.

**Kern, Dexter V.**, began with the District on January 20, 1955, retired as an Operator on September 10, 1988.

**McCoy, Ronald D.**, began with the District on April 22, 1974, retired as a Transit Operations Supervisor on August 31, 1988.

**McLean, Clyde A.**, began with the District on September 26, 1970, retired as a Transit Operations Supervisor on September 30, 1988.

**Morad, Deeb**, began with the District on November

23, 1963, retired as an Operator on September 6, 1988.

**Newman, Maria**, began with the District on February 9, 1974, retired as a Janitor on July 27, 1988.

**Pearce, Robert D.**, began with the District on July 13, 1964, retired as an Operator on August 31, 1988.

**Pentek, Robert G.**, began with the District on December 6, 1976, retired as the Director of Management Information Systems on September 6, 1988.

**Reiff, Donald R.**, began with the District on April 11, 1974, retired as an Operator on May 6, 1988.

**Scott, Bonnie**, began with the District on December 26, 1974, retired as an Operator on August 16, 1988.

**Smith, Calvin W.**, began with the District on May 8, 1965, retired as an Operator on August 31, 1988.

# COMMENDATIONS



Certificates of Merit were presented to the August Employees of the Month at the September 22 Board of Directors' meeting by RTD Director Jay Price. Those employees included, from left to right: Division 15 Operator Dainton Urso, Telephone Information Operator Debbie Coddington, and Division 9 Utility A Leader Jesus Gonzalez. Back row, from left to right: Division 3215 Manager Ron Reedy, General Manager Alan Pegg, Division 3309 Manager Ray Kunkle, and Director of Customer Relations Robert Williams.



Personnel Department Benefits Technician Andre Hanna sports a happy baker's smile as he displays the cakes that brought him to prominence in the county. Andre was awarded the first-place blue ribbon at the Los Angeles County Fair in Pomona this September for his golden butter pound cake (left), the second-place ribbon for his sweet potato pie, and an honorable mention for his German chocolate cake (right).



RTD Retirees were recognized at the September 8 Board of Directors' meeting and were presented with plaques by RTD Director Carmen Estrada. The retirees included, from left to right: Division 9 Operator Hugh B. Group, Division 15 Operator Carl E. Jones and his wife, and Division 15 Operator Calvin W. Smith and his wife, and behind them, Division 12 Operator Joe A. Muckelroy. Back row, from left to right: Director Estrada, General Manager Alan Pegg, Asst. Director of Transportation Ralph Wilson, and Mr. Muckelroy.



Electrician Don Goodwin was chosen the Facilities Maintenance Employee of the Month for August. His supervisors praise his craftsmanship and ability to support and repair any equipment that malfunctions. In the past few months Goodwin has been working on the automated fueling project at Division 3308 and fabricating a filtering system for transmission oil at the CMF. When a problem occurs, Goodwin gets the work done quickly and efficiently.

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Human Resources Analyst Julie Regnier won a blue ribbon at the Los Angeles County Fair for her entry in the table setting competition at the Home Arts Building in Pomona. Julie competed in the theme settings, choosing a Christmas dinner table motif.



The RTD presented a plaque on October 3 to the East Los Angeles Neighborhood Center to express its appreciation for the invaluable support given by the center in allowing the District to use its facility as a testing site for over 10,000 applicants seeking employment opportunities as bus operators, security guards, stock clerks, information clerks, and other positions over a two-year period. The District with the help of the East Los Angeles Neighborhood Center has been able to employ over 1,500 individuals coming from this and various other communities; thus enriching both the Los Angeles community and the RTD as an organization. Accepting the plaque on behalf of the center from RTD Director of Personnel Gayel A. Pitchford are, from left to right: Center Security Guard Rose Griffith, Assistant Center Director Josephine Marquez, Gayel Pitchford, Senior Center Aide Josephine Rea, Center Director Richard Murillo, RTD Human Resources Assistant Janell Ishii, RTD Senior Human Resources Analyst Patricia K. Padilla, and RTD Human Resources Analyst Mario Perez.

# SCHEDULE CHANGES

**Alvarez, Norma G.**, from Division Stenographer to Secretary.

**Alvarez, Ramon**, from Operator Trainee to Operator.

**Bagwell, Frederick D.**, from Operator Trainee to Operator.

**Banks, Paul M.**, from Operator Trainee to Operator.

**Bingley, Jeffrey T.**, from Operator Trainee to Operator.

**Brown, George C.**, from Operator Trainee to Operator.

**Butler, Martha K.**, from Ticket Clerk to General Clerk/Marketing.

**Byers, Joseph**, from Operator Part-time to Operator Trainee.

**Cabison, Esther G.**, from Staff Aide to Staff Assistant.

**Canales, Joel A.**, from Mechanic B to Mechanic A.

**Cerda, Juan A.** from Typist Clerk to Messenger Clerk.

**Chapman, Bettie L.**, from Operator Trainee to Operator.

**Chavez, Mario A.**, from Operator Trainee to Operator.

**Cole, Mary A.**, from Operator Trainee Full-time to Operator Full-time.

**Cover, Jaime A.**, from Mechanic B to Mechanic A.

**Daniel, Robert St. Rose**, from Operator Part-time to Operator Trainee.

**Deluca, Donn A.**, from Store Clerk to Storekeeper.

**DeSouza, John P.**, from Operator Trainee to Operator.

**Dominguez, Henry**, from Mechanic B to Mechanic A.

**Dunn, David J.**, from Operator Trainee to Operator.

**Dwyer, John C.**, from Operator Trainee to Operator.

**England, Edmond**, from Operator Part-time to Operator Trainee.

**Espinoza, Frances**, from Typist Clerk to Secretary.

**Frias, Daniel M.**, from Operator Part-time to Operator Trainee.

**Gallegos, Alex T.**, from Operator Trainee to Operator.

**Garcia, Manuel**, from Operator Trainee to Operator.

**Gonzalez, Joe M.**, from Operator Part-time to Operator Trainee.

**Gonzalez-Arias, Julio R.**, from Mechanic A to Mechanic A Leader.

**Guevrekian, Simon**, from Planner to Statistical Analyst.

**Gustafson, Jerome L.**, from Operator Trainee to Operator.

**Hansson, Bo L.**, from Senior Engineer to Project Engineer.

**Harrott, Sandra**, from Operator Trainee Full-time to Operator Full-time.

**Hayforth, Barbara A.**, from Typist Clerk to Division Stenographer.

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**Her, Ferdinand**, from Electrician to Electrician Leader.  
**Hess, Maria C.**, from Janitor to Mopper Waxer.  
**Hicks, John E.**, from Stock Clerk to Traveling Store-keeper.  
**Hooks, Deborah A.**, from Operator Trainee to Operator.  
**Horta, Bonifacio J.**, from Operator Trainee to Operator.  
**Johnson, Glenn E.**, from Mechanic C to Mechanic B.  
**Juarez, Madecadel H.**, from Materiel Control Clerk to Stock Clerk.  
**Kelley-Yanuzzi, Lorene**, from Senior Secretary to Staff Assistant.  
**Kennedy, Michael D.**, from Printing Supervisor to Printing Production Estimator.  
**Lane, Pamela M.**, from Vault Truck Driver to Cash Clerk/Relief Vault Truck Driver.  
**Lee, Scott G.**, from Operator Trainee to Operator.  
**Lewis, Ted H.**, from Senior Engineer to Project Engineer.  
**Lim, Isaac Seung**, from Operator Trainee Full-time to Operator Full-time.  
**Lin, Roland Q. C.**, from Operator Part-time to Operator Trainee.  
**Lizaola, George A.**, from Operator Trainee to Operator.  
**Lopez, Manuel V.**, from Operator Trainee to Operator.  
**Lopez, Sylvia**, from Operator Trainee to Operator.  
**Magana, Henry**, from Operator Trainee to Operator.  
**Marshall, Velma C.**, from Assistant Director of Real Estate and Development to Director of Real Estate and

Development.  
**McCoy, Katie D.**, from Typist Clerk to General Clerk II.  
**Medrano, Juan A.**, from Operator Trainee to Operator.  
**Mercer, Philip R.**, from Operator Trainee to Operator.  
**Merrick, Michael F.**, from Utilities Engineering Manager to Project Engineer.  
**McGowin, Carol**, from Ticket Clerk to Ticket Office and Reports Clerk.  
**Montoya, Joe M.**, from Stock Clerk to Utility A.  
**Moreno, Hector L.**, from Operator Trainee to Operator.  
**Moreno, Judy V.**, from Operator Trainee to Operator.  
**Pang, John C.**, from Operator Trainee to Operator.  
**Partida, Pablo E.**, from Truck Driver/Clerk to Relief Stock Clerk.  
**Parker, Pamela E.**, from Operator Trainee to Operator.  
**Parnell, Rhea S.**, from Word Processor Operator to Stenographer.  
**Perez, Jose J.**, from Typist Clerk to Assistant Administrative Analyst.  
**Perez, Salvador**, from Mechanic B to Mechanic A.  
**Portillo, Jose D.**, from Operator Trainee to Operator.  
**Pouliot, Thomas P.**, from Operator Trainee Full-time to Operator Full-time.  
**Puckett, Stephen R.**, from Operator Trainee Full-time to Operator Full-time.  
**Ramirez, Epifanio O.**, from Property Maintainer A to Property Maintainer A Leader.  
**Rankin, Paul A.**, from Mechanic B to Mechanic A.  
**Regalado, Rudy R.**, from

Materiel Control Clerk to Materiel Expediter.  
**Riley, William A.**, from Operator Trainee Part-Time to Operator Part-Time.  
**Rose, Fern L.**, from Staff Aide to Staff Assistant.  
**Sandberg, Joel J.**, from Systems Engineering and Analysis Manager to Director of Systems Design and Analysis.  
**Sivadon, Marta Ann**, from Operator Trainee to Operator.  
**Smith, Gregory K.**, from Operator Trainee to Operator.  
**Stanton, Frederick M.**, from Operator Trainee to Operator.  
**Tahir, Nadeem**, from Senior Engineer to Project Engineer.  
**Thomas, William J.**, from Senior Materiel Supervisor to Production Planner.  
**Townley, Robert P.**, from Senior Engineer to Project Engineer.  
**Tubbs, Lawrence G.**, from Operator Part-time to Operator Trainee.  
**Vasquez, Tadeo R.**, from Operator Trainee to Operator.  
**Wells, Harold W.**, from Truck Driver/Clerk to Storekeeper.  
**Wells, Rodger K.**, from Operator Trainee to Operator.  
**Williams, Cherri Y.**, from Staff Aide to Staff Assistant.  
**Withers, Laura L.**, from Mopper Waxer to Mail Carrier.  
**Wong, John**, from Operator Trainee to Operator.  
**Worthington, Hunter R.**, from Operator Trainee to Operator.  
**Wright, Juanita I.**, from Senior Secretary to Staff Assistant.  
**Young, Brenda G.**, from Service Attendant to Service

Attendant Leader.  
**Young, Nathan C.**, from Operator Trainee to Operator.  
**Yu, Philip**, from Operator Trainee to Operator.

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## IN MEMORIAM

**Ball, John**, began with the District on December 3, 1934, passed away on February 19, 1988.  
**Davidson, Tory**, began with the District on August 12, 1947, passed away on August 17, 1988.  
**Ferguson, Gerald**, began with the District on August 5, 1946, passed away on May 7, 1988.  
**Freestone, Charles**, began with the District on March 10, 1923, passed away on May 10, 1988.  
**Fulkman, Marie**, began with the District on August 17, 1956, passed away on September 10, 1988.  
**Hull, Rosella**, began with the District on June 19, 1978, passed away on May 23, 1988.  
**Michaud, Raymond**, began with the District on February 16, 1968, passed away on May 1, 1988.  
**Rodgers, William**, began with the District on September 13, 1987 passed away on June 3, 1988.  
**Semenoff, Bernie**, began with the District on November 9, 1978, passed away on June 8, 1988.  
**Tinsley, Henry**, began with the District on January 12, 1937, passed away on May 18, 1988.



*Richard Corvera begins the masking process before the 5600 series Flexible segment is painted and refurbished.*



*Richard Corvera and Larry Luna cover the front end of the bus in preparation for the paint job.*



*After the paint work, brand new parts and accessories are installed by Larry and Richard.*

# FACELIFT FOR A MUSEUM PIECE

There is one bus (actually a quarter of a bus) in the RTD fleet that has an estimated ridership of over a quarter million children a year. It has no wheels, no engine, and, worse, no driver, but we assure you it carries the children, none the less.

No, it is not a school tripper but a quarter slice of a 5600 series front end that sits in the Los Angeles Children's Museum.

With that much ridership and attention you can bet the surfaces get worn fairly thin. "The bus is the first big thing the kids see when they come in," said Museum Facilities Manager Michael Kuhns. "All of them try to get in the driver's seat. The bigger kids try to jump on the ceiling of the bus, but we try to discourage that. They do try to roll



*Voila! And on the fifth day there was a brand-spanking new bus, complete with dazzlingly shiny chrome bumpers. Richard, Rudy Melendez (center), and Larry were ready to give it back to the children of Los Angeles.*

the headsign handle as fast as it will go. They also like to jump for the windshield wipers." With that kind of wear-and-tear over the last six years, Kuhns was desperate to call the RTD Equipment Maintenance Department for refurbish.

He contacted Paint Shop Supervisor Rudy Melendez and Upholstery Shop Supervisor Steve Stairs. Each sent their specialists to do a job in a space not set up for refurbishing. Mechanics A Larry Luna and Richard Corvera began the stripping and refinishing to completion in five days. Mechanic A Leadman Sal Sagesse did the trim work and managed to hunt down all replacement parts for the 5600 series Flexible. The Upholstery Shop reupholstered

the seat.

Supervisor Rudy Melendez said the project offered his shop several opportunities. "We were able to try out some equipment recommended by the Air Quality Management District, a high-volume pressure paint system. The mechanism stops overspray which is a great aid with indoor jobs like this. Ordinarily people would have had to leave the building because the fumes would have been too strong to stay," said Melendez.

"And," he smiled, "We felt good doing it for the kids of Los Angeles," he said.

Melendez, Luna, and Corvera appear on this month's cover showing off the fruits of their labor—a shiny, just-like-new bus before the kids got to it.

## Kerns Retires From 3216

Operator Dexter Kerns was given a family farewell potluck by his division friends at 3216 on September 16. Well-wishers included UTU General Chairman Earl Clark and Local Chairman John Cockburn.

Kerns is obviously much loved by his peers judging by the appearance of the train room. It was decorated with oversized banners proclaiming Kerns "shy, meek, wonderful, terrific, marvelous, innocent, outstanding, gorgeous, beautiful—Dexter, we love you and we lie a lot!" And, a buffet table was set teeming with different courses.

Kerns hired on with the MTA in 1955 and drove the old H4 streetcars before the RTD went totally bus mode. Looking back, Kerns recalled that while the equipment driven may have been different and the conversion from streetcar to bus confusing, "The passengers were about the same as they are now," he said. "I think the one improvement with the buses is that my hands don't get the calluses they used to when I had to ring the streetcar bell all day."

He admitted that originally he had no intention of retiring but health problems took that decision out of his hands. "This is my company, I love it. It never entered my mind to retire. I thought I'd go out behind the wheel. The company and the union have been very



*Dexter Kerns retires from Division 3216.*

good to me. I've been very happy here," he said.

"I can vouch for that," said his wife Jo who had accompanied him to the party.

The entire division chipped in on the buffet luncheon and gifts. The UTU presented Kerns with a wall plaque clock. Division Manager Harold Hollis gave Kerns a traditional RTD memento: his very own bus stop sign.

***Kerns is obviously much loved by his peers judging by the appearance of the train room.***

Grateful for the applause and pleasantly surprised with all the fuss being made over him, Kerns thanked friends individually. Proud of his day and touched by his co-workers love, Kerns said, "This company has been darn good to me—I love it."

## The Type of Bus: Is It a Plan Or Luck of the Draw?

*by Barbara Olson,  
Operations General Administrative Analyst*

Have you ever wondered why your line or bus run always gets a certain type of bus? Yes, it is planned. Over the years, the District purchases a variety of coaches depending on our needs and the bus types available when the coaches are built. We now have "new look" and "advance design buses." We also have different sizes of buses, ranging from 30 feet to the long "articulated" and the

***Our primary goal is to cover lines with buses running all day.***

"double deck" buses. Each bus type has its own capabilities which work best on certain types of lines.

For example, the RTS bus is best used on local service. Its low gearing enjoys peak operation at low speed travel. The 1100 series Neoplans were purchased with high-backed seats for added passenger comfort on long haul routes. The single door on these coaches makes it difficult to use in local service with lots of on/off passenger traffic.

Other factors to be considered in assigning coaches are the age and reliability of the coaches. In

general, new coaches are placed in base service so they may run all day. The newer coaches usually have less frequent road failure and less maintenance work. Older coaches may start falling apart before we are allowed to sell them, so these coaches are used only for peak period service, or trippers, as this service is called.

Bus assigners must also determine whether the contemplated assignment is in conformance with the District's accessible service policy. All the coaches purchased in the last ten years have been equipped with wheelchair lifts, except for the articulated and the double decker buses. Lines designated accessible (as you will note on the bus stops, timetables, and paddles) are given accessible coaches. Our primary goal is to cover lines with buses running all day. These are usually given the coaches with new, improved lift technology. Tripper coaches for the rush hour may get older coaches with the less reliable lifts.

The final consideration given in equipment assignment is an attempt to minimize the variety of coaches at an operating division. Every coach type requires separate parts, mechanical training, and

*continued on page 14...*

...continued from page 13

operator familiarity. Our goal is to have only one or two major coach types at each division, plus one speciality type, if needed. We have begun the process of consolidating coaches and reducing odd-ball types, when possible.

Many bus operators believe that their own division gets short- changed

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*So, the next  
time you  
wonder why  
you got a  
particular type  
of bus, chances  
are it was  
planned that  
way.*

---

in getting new buses compared to other divisions. Actually, in terms of the age of the buses, they are quite evenly spread among the divisions. From time to time these divisions will receive new buses, as is being done currently with the new buses received by Division 1 and Division 5. However, buses assigned to the central area divisions do receive more wear and tear due to their assignment to heavy major bus routes.

The staff of the Assistant General Manager for Operations develops the master plan for assignment of coaches to lines and divisions, in conjunction with Equipment Maintenance and Operations

Planning and Scheduling. If a new bus type is to be introduced to a line, the division managers and instructors (senior TOS) may run a test trip to see if the new coach can handle the route.

This plan (the Equipment Assignment Report) is printed and distributed to all operating divisions. It is also used by the Operations Planning and Scheduling Department to prepare the roll-out sheets, where each bus run is given a preferred bus type. Then, each day, Equipment Maintenance personnel at each division (usually the Equipment Records Specialist) prepare the roll-out sheets using the pre-printed equipment type as a guide. The ERS has to keep in mind the constantly changing number of available buses, by type, in assigning buses to bus runs for the morning and evening roll outs. Because of the requirement to rotate buses for preventive maintenance as well as for reported defects and bus breakdowns, it is not always possible to fill each bus run with the designated type of bus.

So, the next time you wonder why you got a particular type of bus, chances are it was planned that way. There are times, however, when despite the best-laid plans we may run out of the right equipment and the bus operator may end up with something strange like a mini-bus on a long haul run. We regret the temporary inconvenience to both our operators and passengers when we are presented with a choice of an odd- ball assignment or canceling the run for lack of buses.

## Mechanic Gives Love a Second Chance

Nine years ago Mechanic Al Anderson, 46, ended his marriage to his wife Jacqueline. Al sought therapy while undergoing the process. He managed to get a grip on things and pull himself back into the mainstream of life. Predictably, life threw Al a few more curveballs that sent him back several times to this therapist, whose support would prove most significant in the years to come.

Some time after the divorce counseling, Al returned to the office of therapist Charles Browning. This time he wanted pre-marriage counseling. Al had met Carol who was to become his second wife. The three of them worked together in pre-marriage and then in marriage counseling.

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*"...with a commitment to work on the relationship, they can make it work..."*

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Some time after that encounter, the therapist worked with the couple again, but this time with a more tragic event—Carol was diagnosed as having a terminal illness. The therapist worked to prepare them to say goodbye to each other and then to help Al handle the emptiness and loneliness in his life.

The fourth time Al sought Browning he brought



*Al and Jacqueline Anderson make it work the second time around.*

his former wife Jacqueline with him. "Something seemed to draw us back together," said Al. They were interested in working on a new relationship together. Ironically, Carol's last words before her death were, "I just don't want Al to be alone...I pray God will bring someone special into his life...he shouldn't be alone, and I know God will bring someone to love him."

Her prayers were answered for Jacqueline and Al were married this March in their therapist's office. Browning had the honor of being the best man.

"Their decision to 'return to their first love' also has important significance to me in that it shows couples who may be on the verge of ending their marriage that with a commitment to work on the relationship, they can make it work—even better than before," said Browning.

What does our mechanic say about his second time around? He smiles broadly and says, "I was meant to be married, life is beautiful."

# TO YOUR HEALTH



## Diabetes, It May Getcha If You're Not Careful

by Elia Hager, R.N.

Diabetes Mellitus is a very common condition commonly called "Sugar" by some and which means literally, sugar-in-the-urine. There are two types of diabetes, the first is Type One or the kind people call juvenile diabetes. It is the kind found in children where the pancreas fails to produce insulin and the diabetic needs daily injections of insulin to control his/her diabetes. In Type 2 diabetes, the condition doesn't appear until adulthood that is why many call this type of diabetes adult on-set. In this type of diabetes the body for some reason cannot use the insulin that the body is producing. This type of diabetes may be temporary during pregnancy, or accompanies excessive weight gain but usually can be controlled by weight loss, diet, and exercise.

So many people have either one of the two types of diabetes and they may fool themselves into thinking that diabetes is no big deal and discount the danger they run when they don't take care of themselves. This kind of thinking may cause neglect of simple problems that could lead to

amputation of toes, feet, etc.; failing eyesight to blindness; kidney failure to dialysis; and premature death.

In most cases of diabetes, it is probably inherited, you get the tendency from your mother and/or your father, as opposed to the temporary diabetic state women get during pregnancy. In all cases, both the Type 1 or Type 2 diabetic warrants careful thought in his/her health care.

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*So many people have either one of the two types of diabetes and they may fool themselves into thinking that diabetes is no big deal...*

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### Can I Avoid Becoming A Diabetic?

You can't catch diabetes like a cold or the flu but you can set yourself up for the "BIG-D" if:

1. You are overweight,
2. You are pregnant,

3. You are over 40 years old,
4. You are a minority; especially Black or Hispanic, and/or,
5. You have a family member who is diabetic

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*If you have a combination of these symptoms, please don't panic but contact your doctor as soon as possible.*

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### Signs To Watch For TYPE 1 (Juvenile Diabetes)

Frequent urination  
Abnormal thirst and/or unusual hunger  
Weight loss  
Irritability  
Weakness and fatigue  
Nausea and vomiting

### TYPE 2 (Adult on-set)

Overweight  
Unusual sleepiness  
Blurred vision  
Tingling, numbness of hands and feet  
Infections of the skin or unusual itching  
Cuts that won't heal  
Increased hunger and thirst

If you have a combination of these symptoms, please don't panic but contact your doctor as soon as possible. If the symptoms are not those of diabetes then probably the negative symptoms you have indicate a poor diet and your doctor will put you on a good diet. To help yourself, in all instances you need to eat a well balanced, nutritious

diet, and participate in regular exercise. If you do have diabetes then it is very important to begin treatment immediately!

### Good News and New News For the Insulin-Dependent Diabetic

Just released but requiring a prescription for use is a portable self-contained insulin injection device with needle attached. The device is the size of a large fountain pen and needs no refrigeration. It is easily carried in a suit pocket or in a lady's purse.

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*Just released but requiring a prescription for use is a portable self-contained insulin injection device with needle attached.*

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The device has been designed so that the dosage of insulin is delivered in a uniform dial-a-number technique so it's ideal for teens on the go, older diabetes with diminished vision and primarily for those diabetics who may not be home when they need their next dosage of insulin and are required to perform overtime, etc.

If you or anyone you know is a diabetic and you would like to get more information on diabetes you can call the American Diabetes Association in Washington, D.C. at (800) 232-3472.

# RTD – Rememberance

*Editor's Note: We have been collecting stories, anecdotes, and photos of the company's history over the years and so do many of our readers. With this issue we thought it appropriate to dust off the collection and take a look at all the memories we've had tucked away in the files and in various boxes. If you are interested in seeing more entries like this one, then send us your memorabilia and share your story with us.*

## 30-YEAR ANNIVERSARY OF TYPE H CAR RETIREMENT

by Allan Styffe

Thirty years ago, during the wee hours of September 14, 1958, the last type H car pulled in from Line "S"—San Pedro St.—W. Eighth St.

The demise of the Type H cars marked the end of an important period of Los Angeles history. The first of these 250 cars was delivered in 1923 and this class of car saw service throughout Los Angeles. The "H" class cars were numbered 1201 through 1450 and were built by the St. Louis Car Company. There was also a look-alike series of cars numbered 1501 through 1560. Those 60 cars were home built by the Los Angeles Railway Company at South Park Shops in 1925 and were designated type "K".

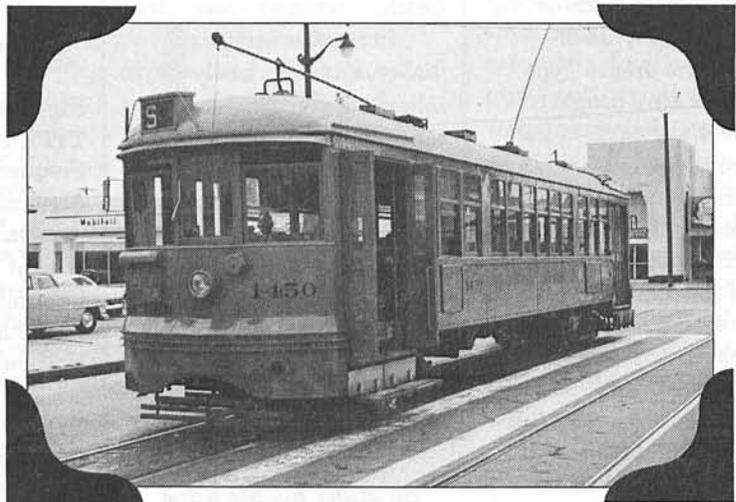
The major difference between the Type H and Type K cars was that the H cars were constructed of steel while the K cars were made of wood.

During the years of service, several refinements

were made to these cars resulting in the final designations being, cars 1201 through 1415- Type H-4, cars 1416 through 1450-Type H-3, and cars 1501 through 1560- Type K-4.

During the 1930's cars 1416 through 1450 were modified by enclosing all the windows with glass and the installation of leather cushioned seats thereby creating Type H-5. After World War II those Type H-5 cars (1416-1450) were once again modified for one-man operation and were re-designated Type H-3.

Cars Type H-4 (1201-1415) and Type K-4 (1501-1560) lasted out their days as California type cars, wooden seats with enclosed



*Type H car went out of service 30 years ago.*

center sections and open air end sections. These cars were all double-ended and could be operated from either end.

From 1948 on, well into the 1950's the 310 H and K cars along with the 165 PEC cars were the mainstay of the Los Angeles Transit Lines system. The 35 H-3 cars and a mixed group of about 10 H-4 cars operated last on Line "S" which was the only line to be so equipped from November of 1956 to September 14, 1958.

The last H type car to run over the streets of Los Angeles was car #1450 which in April 1959 was operated on a special tour by this writer prior to being sent to the Orange Empire Trolley Museum at Perris, California where it may be seen and ridden in 1988.

*Allan Styffe, former RTD Administrative Services Officer, describes himself, foremost, as a retired operator of street cars and lesser tasks.*

# Of Things Past

## “THE GOOD OLD STREET CAR DAY???”

by Operator Forest N. Churchill, Division 15

When I was asked the other day how it was driving a street car, I compared it to the well-known phrase, “one-armed paper hanger.” We used both hands and both feet to drive the street car.

When loading passengers you had to make change for any amount of tender, up to, but not including twenty dollar bills. The fare was deposited in a manual type fare box. After examining the money, you had to flush it down into the box, turn a hand crank, take it out of the box, sort the coins, and return them to the proper barrel of the changer. By the time this was done, you had the change for the next set of passengers. You were constantly grinding money through the fare box to restock your changer for the next passenger stop.

Driving the street car was similar to operating the old type train. You used all four limbs. The right foot was always on the dead-man’s control pedal. If, for any reason, the operator became incapacitated his foot would leave this button and the car would stop automatically. The left foot not only rang the bell but also hit a lever that released

sand in front of the wheels to help stop the street car faster. While the feet were

of the line was to transfer all of your work equipment from the operating end to



Conductor Forest Churchill in 1955.

busy, the left hand operated the controller. The controller monitored the amount of power going to the motor thus enabling the street car to move forward. On the other hand, the right hand was operating the brake which decreased the speed set by the controller. When money was taken in from the passengers, the brakes were always set. This was very necessary—no one has five limbs!

The most time-consuming task on reaching the end

of the line was to transfer all of your work equipment from the operating end to the opposite end. The opposite end became the new operating station. There were five things to transport from one end to the other: the control handle, brake handle, changer, fare box, and stool. The stool was like a milking stool. It was round with no back and had four legs. The only good thing about it was that you could stand up or sit down while driving the car. In this sense, it was less tiresome than driving a bus. After you carried all the

equipment simultaneously to the other end of the car, you had to walk back to the previous operating end and put the end trolley on the wire. The trolley was a wire which was attached to an overhead wire containing 660 volts of energy that powered the street car.

If the car turned the corner too fast or the trolley rolled past the overhead wires that crisscrossed at an intersection, the trolley would fall off rendering the streetcar powerless. Of course, you had to get out and put it back on line.

As you walked back to the new operating end, you would grab the handle of each passenger seat and pull it back so that it is facing forward. After you finished this task, you pull the front trolley down from the wire and secure it to the front of the street car. When you finally get to the opposite end of the line, you had to repeat this process all over again...and again...and again!

*Reprinted from the Sun Valley News—Division 15. The author has served the RTD for 36 years. He has attained number 1 seniority at his division and is number 2 Districtwide.*

# RTD – Remembrance of Things Past



Los Angeles Railway Co.  
Motorlady Louise White in  
1957.



Line Instructor Al White in  
1959.

## A LADY CONDUCTOR IN THE FORTIES

Louise White hired on with the Los Angeles Railway Company in 1944. She remembers getting static from some of her male counterparts. “We were taking the positions left open by the men who had gone off to World War II. Any job a woman took in those days,...well, you expected to be treated that way.”

Louise met her future husband, Al White, on the job. Al was a motorman on Line 5 and she was a student of his. Al had joined the company in 1940 and retired after 34 years. “In those days she was a qualified conductorette, but

the company decided all personnel should be able to handle both ends of the streetcar,” said Al.

Louise quit the Railway to care for her terminally ill husband. Following his death in 1950 she returned to work. She and Al began to court in 1959 and married shortly thereafter. When she married she gave up working the rails in the city of Los Angeles. “I missed it. There is just something about railroading...once it gets into your system, it is hard to get it out,” she said.

The couple, now retired, lives in Northern California in Paradise.

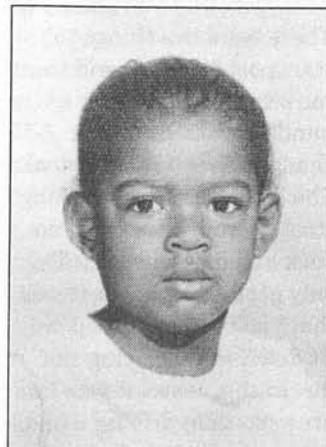


Transit employees Al and Louise White in 1988, now retired.

## WHO AM I?

Now, we fast forward a bit from the 20's, 30's, 40's, and 50's...next stop, the 60's for a little audience participation. Look at the picture to the left. This innocent-looking three-year old in

1960 had no inkling then that she would grow up and become a staff member of the largest regional transportation carrier in the nation. Do you know who she is?



# Restaurant Review

by Susan Harvey, Division 15 Asst. Manager

Tucked into a side street by the Paramount Studios you will find a little gem of a restaurant called Orza's. Orza's specializes in good down-home cooking, of course down home would have to be in Rumania. The restaurant isn't fancy but what it doesn't have in atmosphere, it more than makes up for in quality.

I like to start off dinner with the combination appetizer plate which includes stuffed grape leaves, hummus, white caviar spread, eggplant salad, and marinated mushrooms. The plate is \$6.50 but will serve from two to four people. If you are undecided what to have for a main course, try one of the combination plates. The Rumanian hot plate combination includes moussake,

beef stew (ask to have mamaliba, a corn meal with the stew), chicken pilaf, and stuffed cabbage. You get your choice of homemade soup or salad. All that for \$8.95. If you like broiled food, better try the mixed grill for two, which includes a variety of grilled meats. The schnitzel is also outstanding—pounded thin with a good breading. They have beer and wine but the beverage choice is the old fashioned seltzer bottle placed on the table. Don't forget to try the homemade apple strudel or baklava. It's just like grandma made, at least my grandma.

Orza's Rumanian Restaurant is located at 708 N. Valentino Place at Melrose, open for lunch and dinner, 213/465-4884.

## A Hole in One!

RTD Contract Administrator Duane Johnson recently posted a hole-in-one playing at Brookside Golf Course in Pasadena. The ace was posted on the 176-yard, par 3, eighth hole using a 5-iron club.

For golfers, a hole-in-one is the ultimate attainment in the game. In layperson's terms it is an event in which a golfer tees off from a hole and is able to sink the ball in the cup with one swing.

Johnson's hole-in-one has been registered with the

Golf Digest hole-in-one clearinghouse and he has received a Johnnie Walker International Hole-in-One Award package which included a personalized wallet card, certificate, and golf bag tag.

In addition to an award package, all acers who register with the Golf Digest are eligible to play in the Johnnie Walker Hole-in-One tournaments.

Johnson is a member of the Transit Golf Club and won the club championship in 1987.

# BIRTHS

Born to Metro Rail Secretary **Deanna Forrest** and her husband, **Drew**, their first child, **Darbi Lynn** on August 31, 1988 in West Covina. Darbi was 5 lbs., 12 oz. and 17 inches long at birth. "We are thrilled to have her," said Deanna. "We waited over 9 years till we were blessed with her."



Born to **Nancy Niebrugge** (RTD Headway's designer and layout artist) and her husband, **Dan**, a daughter; **Devin Marie**, on August 30, 1988 at 6:03 a.m. in Pasadena. Devin Marie was 6 lbs. 14 oz. and 20 1/2 inches long at birth.

## Social Security Adds New Phone Lines

The Social Security Administration has added more than 300 phone lines with people instead of a computer answering them to handle the thousands of calls daily from workers seeking personalized estimates of their future benefit checks. Now people are getting through on the first ring.

Social Security Commissioner Dorcas R. Hardy on August 4 unveiled the "personal earnings and benefit estimate statements" and invited workers to apply for them.

The agency established a toll-free number—1-800-937-2000—that Social Security participants can call to request the form,

SSA-7004, for the information.

The toll-free number originally had 200 phone lines hooked up to a computer designed to handle 10,000 calls an hour, 24 hours a day. But, because people were confused by the computer or the computer did not understand the addresses being given and asked for repeats, it was handling about 2,500 calls an hour.

Hardy said that because of the demand the agency added 216 lines that are answered by its employees and contracted for 120 more lines through a private service company, all on the same 800 number.

**T**wo-and-half years ago the *Headway* brought you the story of Cynthia Cooper, daughter of Division 9318 Service Attendant Mary Cobbs and one of the most promising players on USC's Women of Troy basketball team. At that point, Cynthia was looking forward with the rest of the USC team to winning their third national championship. She came by to visit with the mechanics at her mother's division back in 1986.

Since her graduation from USC, Cynthia went on to play with the U.S. National Team that traveled to the Soviet Union for a series of goodwill exhibition games. The team had the opportunity to trounce the Soviet women's team in those games. After Russia, she started playing semi-professional woman's basketball in Europe, based in Parma, Italy and began preparing for the 24th Olympiad in Seoul, Korea.

In October 1988, Cynthia revisited with the mechanics at 9318. Only this time she had a Olympic gold medal to share. Cynthia was a member of the U.S. Women's Basketball Team that successfully made it through the preliminary contests against the women of Czechoslovakia, Yugoslavia, and China; Russia in the semifinals; and again confronting Yugoslavia in the finals.

Beaming and brimming with pride, Mary Cobbs ushered her daughter Cynthia into the division lunchroom so all those

assembled could get a close look at a real-live sports hero. At approximately 5' 9", Cynthia, 25, slightly built and dressed in her U.S. Olympic warm-up uniform, smiled shyly as if wanting to ask why all of us are making such a fuss over her. But once comfortable and seated she seemed quite willing to talk about her adventure in Seoul.

After the U.S. men's team was defeated by the Soviets, it was assumed that the pressure to win on the women's team would be all but suffocating. "Actually it wasn't," said Cynthia. "We felt bad for them, but our goal was to come away with the gold. The only added pressure we felt was going against Yugoslavia again in the finals. We had beat them once, so we knew they wanted revenge."

She went into the finals with a positive attitude but cautioned herself about over-optimism. "You always want to come in positive. On any given day you can win or lose depending on the

## COOPER BRINGS THE GOLD HOME TO DIV. 9318

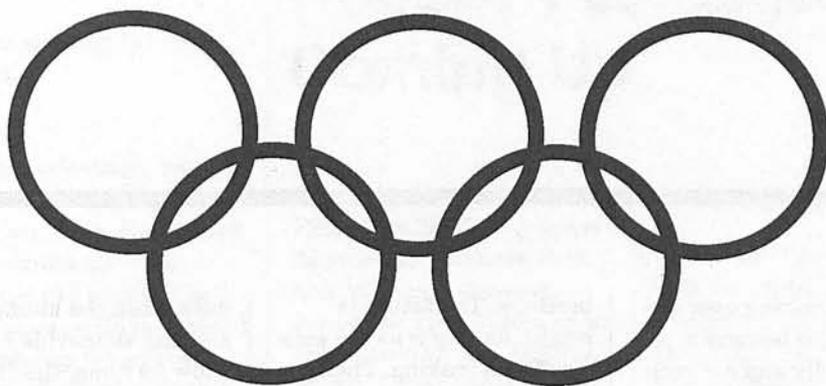


circumstances no matter how much talent you have. But you always have to go out and give 110 percent."

Giving her best had become a way of life years before those five pivotal games in Seoul. Her mother, Mary Cobbs, described Cynthia as a child who was "always into everything. She was quick to catch on, a good student, and a real leader in her class." Cynthia

was one of eight children who grew up under their mother's watchful eye in Watts.

Raising eight children alone was not easy for Mary Cobbs. She credits her trust in God as the source of her strength. "You need to trust in God first. I was my



myself, I was persistent... self-determined and self-disciplined.

"My belief and trust in God carried me at those times when I needed to release my anxiety and there was no one around. He's always been there for me."

When the buzzer went off and the games belonged to the American women, Cynthia remembers a sense of joy filling her. "I felt a certain peace knowing that all that hard work had paid off. I had started training in Italy last year and once it was over, it was all over. I fulfilled a dream and not many people get to do that."

Seeing the American flag rise over the Eastern Bloc countries in the medal ceremony was the ultimate for Cynthia. "I was so proud to be an American."

Cynthia returned to Italy to continue with women's semipro basketball in Europe shortly after her visit to Division 9318. At that time she was hoping to finalize some endorsements with Avia, LA Gear, and Adidas. She says endorsements for women in basketball aren't always the easiest to come by because there is no professional women's league in the U.S. "At some point I would like to be an administrator in women's professional leagues in the U.S. I'd like to be a part of that movement because we don't have enough people who know how to get a women's league started."

Sounds like we may be hearing more from Cynthia in the future.



*1988 Gold-Medal Olympic Basketball Star Cynthia Cooper visits at Division 9318 with her mother, Mary Cobbs.*

difficult training with her godbrother in San Antonio, Texas. "He would wake me up at 6 a.m. every morning to run 2-1/2 miles uphill." Afternoons were spent in a gym doing weight curls to strengthen her upper arms and lifting weights with her legs. The gym time was following by shooting drills for one hour. The day was topped off with two hours of basketball. "By the time I got to the Olympic Training Center in Colorado Springs I was in tiptop shape."

Cynthia would check in with her family from time to time while training. The support from them was helpful yet she knew the burden was on her. She would have to motivate herself. "It is really simple... it's a lot of hard work to make the Olympics. To win you have got to be dedicated to the sport and to yourself. Too many people set unrealistic goals for themselves and then are easily discouraged. I made up my mind that I was going to attain every goal I set for

Mary dreamed that her children would not only survive but exult in the luxury of their dreams fulfilled. Mary's dream came true as she was able to go to Seoul and watch Cynthia make her mark on Olympic history. "I paid my own way," Mary said proudly.

For Cynthia, the precursor to Olympic joy was months of sweaty hard work. She recalled her most

children's friend, but I also set limits, when I said, 'this is it, this is what we do,' That was it!" She urged her children to develop goals and to become self-reliant. "I wanted them to be able to take care of themselves in case I were to die."

But as their mother,

# RTD GOES TO THE MOVIES

## Our Rating System

- \*\*\*\*\* A classic;  
Birth of a Nation
- \*\*\*\* Excellent; worth  
paying full price for
- \*\*\* Average; use  
bargain tickets
- \*\* Fair; They tried,  
but didn't really  
make it
- \* Poor; a waste of  
time

**BOMB** - *Ghost Warrior*;  
Frozen samurai comes to life  
and terrorizes downtown  
Los Angeles. Yeah, right.

## *Good Morning, Babylon* - \*\*

Babylon once existed in Hollywood. Not as an allegory by moralists deriding the lifestyle of the film capital, but as a set for D.W. Griffith's epic *Intolerance*. From 1914 until the early twenties, the walls of Babylon towered over Sunset Boulevard, becoming such a recognizable feature, that, in 1919, there was even talk of making it a permanent landmark. Nothing came of the effort, however, and the walls of Babylon slowly crumbled into dust as Hollywood grew. Anyone who's studied any history of the movies, or of Los Angeles and Hollywood itself, has undoubtedly seen a still from the Babylon sequence of *Intolerance*, with the eight great elephants, their trunks

upraised, towering over the steps. It's also become a symbol of folly and extravagance, and of dreams gone sour.

*Good Morning, Babylon* uses the building of that set as the centerpiece for the story of two brothers, Andrea and Nicoli. Sons of a master builder in Italy, they learn their trade by restoring cathedrals. When their father is forced to retire,

—————  
*Perhaps they  
wanted to use the  
brothers as a  
metaphor for the  
creative human  
spirit...*  
—————

they strike out for America, determined to make their fortune. Two kindred spirits, they agree to share in everything equally, neither taking precedent over the other. Through various trials and tribulations, they at last arrive in Hollywood, where they land the job of creating the elephants for Griffith's movie. They fall in love and marry two extras, friends whose friendship is as close as that of the

brothers. The future is bright, as bright as the epic Griffith is making. Then, at the pinnacle of their success, tragedy strikes, destroying their happiness, just as America's entry into WWI caused *Intolerance*, with it's message of peace, to fail.

It's an enjoyable film, running just under two hours, and kept me entertained while I was watching. Unfortunately, I'm not quite certain what the movie-makers were trying to say, and it was obvious they were trying to say something. Perhaps they wanted to use the brothers as a metaphor for the creative human spirit, which only soars when it rises above petty jealousies and intolerance; my mind is still mulling it over. It's not a movie to bring home from the video store when you want something light, but if you're looking for something different, esoteric, and thought-provoking, I'd give it a try.

## *The Golden Age Of Hollywood*

I don't usually cover television here, but this goes along, in a way, with the above, dealing as it does with the history of Hollywood. This is an excellent series produced by the BBC documenting the history of RKO studios from its first

days when the studio bought a string vaudeville houses to show its films (the "R" is for "Radio," while "KO" stands for the Keith-Orpheum Vaudeville Circuit, who had previously owned the theaters) through the Astaire-Rogers years, Katherine Hepburn, Orson Welles, the ownership of Howard Hughes, until it was bought by Desi Arnez and Lucille Ball, and became Desilu Productions, which was sold in 1966 to Gulf + Western to become

—————  
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—————

part of Paramount Studios. Narrated by Ed Asner, it delves into the studio files and interviews many of the people who worked on various projects, some of whom have never agreed to interviews before. This ran recently (when this column was written) on the Arts and Entertainment Channel. As they have a tendency to repeat their series, I would be on the lookout for  
*continued on page 23...*

## ...Movies

...continued from page 22

this one as I highly recommend it.

### Sequels

More television, but there are a few notes I want to give everyone. Remember a few months ago when I suggested the turkey *The Eliminators* could be teamed with *Robocop* for an evening of clean, wholesome, family entertainment? Well, I was flipping through the channels on Sunday morning, and I ran into a new cartoon series. Yes, *Robocop* is now a cartoon, coming into your home to entertain your children and sell them toys, complete with wholesale destruction and little moral lessons at the end of each episode. I'm sure parents are thrilled.

When *Baby Boom* came out, I gave it a bad review, based on the situation of having a successful M.B.A. fall completely apart when she's handed a baby, unable to handle career and child care. The film made money, and is now enjoying life as a TV series on NBC, starring Kate Jackson in the Diane Keaton role. Usually, series based on movies are terrible; the pilot episode for *Baby Boom* was a pleasant surprise. Bearing more resemblance to a Woody Allen film with its vignette style, it shows she's coping. It's not always easy, but she's coping. I won't give a day and time for this, because, given the network's infinite wisdom, it'll probably be on a different day and time when this column sees print.

Be seeing you —  
Carolyn Kinkead

## Holiday Festivities Coming Up

The Asian-Pacific and Filipino SCRTD Employees Association will have their annual dinner-dance on November 19 at 6:30 p.m. at the downtown Los Angeles Hilton. Guest speakers will include Los Angeles City Councilman Mike Woo and RTD General Manager Alan Pegg. Tickets may be purchased for \$30 per person. Call Carmelita Romero at x6625 for more details.

★★★★★★★

The CMF Christmas Party will be held at Almansor Court in Alhambra on December 16. Tickets will sell for \$20 for an evening of dinner and dancing; the menu includes prime rib. The party will begin at 6 p.m. Call Mike Bujosa at 237-0041 for more information.

★★★★★★★

## Mrs. Transportation Dies at 102

Bernice Clafkin Howe Foster, 102, known as "Mrs. Transportation" in Alhambra, passed away September 6.

Mrs. Foster didn't even know how to drive, yet she ran the Alhambra City Taxi Co. and a bus company—Foster Transportation—that she and her husband, Charles, founded.

Formed in the 1920s, the taxi company survived into the early 70s. The bus company, which started in 1937, closed its doors in 1960 following a multi-death accident three years earlier.

Teased about heading a taxi and bus company when she was unable to drive a car. Mrs. Foster said she knew how to drive a Model T Ford, but never learned to drive the "modern" stick-

shift automobiles. She preferred to ride horses, her own taxis, buses, or the Red Cars, but as a passenger.

She was born on June 13, 1886, in Westboro, Mass. to George Henry and Harriet Frances Clafkin Howe, descendants of the Hydes of London's Hyde Park and from England's Gen. William Howe.

She and Charles Milton Foster were married July 26, 1911 at the Methodist Church in Westborough, Mass. They settled in Alhambra.

She is survived by three sons, a daughter, nine grandchildren, 15 great-grandchildren, and one great-great grandson.

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## The Classifieds

Classified ads sent by non-employees are accepted at a cost of \$3.75 per line per month. Display ads are \$20 per inch per month. Please send payment with your camera-ready ad and make checks payable to the RTD. The price for ads is subject to change without notice. Send ads the first week of the month for printing in the following month's issue to Headway, RTD, 425 S. Main St., Los Angeles, CA 90013. RTD employees' and retirees' ads will continue to run free.

### For Sale

Unique, conversational art on your clothing for parties, festivals, fun, and play. Great personalized gifts for family, lovers, friends, and self. Contact Ferrol at (213) 698-8863 after 5 p.m. or Shelley at (213) 693-6532 between 9 a.m. to 6 p.m. Specializing in airbrush, hand brush, and press-ons.

Baby furniture for sale by Bassett. spindled crib, dresser, and changing table. Two mattresses—one water, one deluxe standard. Bedding for both included. Also, comforter, bumper, and ruffle—all matching. Everything like new!!! Must sell ... \$600. Call (714) 255-8277 for Mrs. Pairis or ext. 70291 Joanne Cummings.

Ladies Ski Boots: Langes—size 5-1/2. Used one time, original cost \$230, will sell for \$100. Call Joanne at ext. 70291.

# RECREATION NEWS

## November

Disneyland —Nov. 11, 12, 13, 19, 20 and 27 \$13.00 per person (Regular adult \$21.50, child \$16.50)

## December

- 9-11 Las Vegas Trip - not too late to sign-up. Call Employee Activities for details
- 9 Larry Carlton - Victim Benefit Concert \$21.50 per person
- 17 Moscow Circus - Forum 4:00 P.M. \$17.50 for \$12.50
- 31 Magic Kingdom on Ice - Sports Area 12:30 P.M. \$13.50 tickets for \$10.50
- Jan. 2—Rose Parade Grandstand seating @ 1650 E. Colorado \$28.00 ea.

## Lakers Basketball Colonnade Tickets \$11.50

- Nov. 18 Portland
- Dec. 2 Utah
- 4 Washington
- 28 Philadelphia
- Jan. 6 Miami

## Kings Hockey \$40.00 - includes parking and program.

Nov. 10 Hartford Whalers

- 15 Vancouver Canucks
- 29 New Jersey Devils
- Dec. 1 Toronto Maple Leafs
- 3 Chicago Blackhawks
- 6 & 8 Winnipeg Jets
- 20 Calgary Flames
- 21 Minnesota North Stars
- 27 Montreal Canadians
- 29 Vancouver Canucks

## Year-Round Specials

**Movie tickets:** AVCO, General Cinema, and Pacific Walk-In \$3.50 Manns, United Artist \$3.50 Pacific Drive In \$4.00

At long last the Ladies **Bulova railroad watches** have arrived. Yellow Gold Ladies \$65.00 White Gold Ladies \$60.00

**Men's Railroad watches** available Bulova Gold \$65.00, Silver \$60.00, Seiko Gold \$100.00 Silver \$70.00. This represents a 60 percent savings from the suggested retail price.

**For tickets and information**, please call the Employee Activities Office, 972-6580. Office is open to sell merchandise over the counter Monday through Friday 10:00 A.M. - 3:00 P.M.

## HEADWAY

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