

Ex-conductor steps to head of the line

Henry W. Morrissey is unique. Of the more than 4,500 operators employed by the Southern California Rapid Transit District, Henry is the number one man on the seniority roster.

At the last Districtwide shake-up in May that fact enabled Morrissey to have first choice from among the District's more than 200 bus lines as to which run he wanted to work.

Surprisingly, he chose Line 496, a grueling interurban haul that covers 275 miles a day from Riverside to central Los Angeles to San Bernardino, back to Los Angeles and then out to Riverside.

To understand the man's choice, you have to know a little about the man.

Henry Morrissey started his transit career with the old Los Angeles Railway on July 5, 1939, as a 53-cent-an-hour conductor.

"That doesn't sound like much now but you'd take home about \$70

a month and you could live well on that," Morrissey recalled recently as he relaxed in the Train Room at Division 1 during the half-hour turnaround he gets at the end of the morning run into Los Angeles.

He explained that he had applied for a Motorman's job but was too young at the time. He stuck with it, however, and eventually LARY combined the two jobs and Morrissey was a Motorman.

He stayed at that for eight years and then operated eight years on the "new" trackless trolleys.

In all his time with the RTD and its predecessors Morrissey has operated from Division 1. Of course, he remembers when it consisted of streetcar barns and the yard was lined with rails.

Why has he stayed behind the wheel all this time?

"I guess I've stayed with it this

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FRONT OF THE LINE — Henry Morrissey (right) picks Line 496 from Division 1 Transportation Manager Arthur Begg during annual shake-up. Morrissey, the number one man on the seniority roster, had the privilege of first choice.

Southern California Rapid Transit District

RTD HEADWAY

Volume 6, Number 7

July 1979

Coping with the gas shortage

Since the Gas Crisis of '79 struck in May, you have not been able to pick up a newspaper, listen to the radio or watch television without being confronted with an item related to the increased use of public transportation.

The Southern California Rapid Transit District is making headlines.

There have been live TV news interviews from the Telephone Information Center with Barbara Hagen, Director of Telephone Operators, explaining to the public how the system operates and the best way to call for information.

There have been a flood of feature stories about the benefits of waiting in line for a bus as opposed to waiting in line for gasoline. Just about everyone has interviewed the guy who is riding the bus for the

first time in his life, or gotten the reaction of a longtime public transit user to the sudden increase in patronage.

There have been radio spots featuring General Manager Jack Gilstrap and News Bureau Manager Mike Barnes. One woman even called in to a popular morning television talk show to ask featured guest Marvin Holen, president of the RTD Board of Directors, if he knew what bus she could take to get from Hollywood to El Segundo.

There have been editorials—written and spoken—lauding the District for its handling of the increased ridership, an increase that peaked at a record 1.47 million daily boarding.

Even though the blocks-long gas lines have diminished, ridership is holding at about 15 per cent ahead

of this period last year. Not only has the nearly \$1-per-gallon cost kept many on the bus, but apparently a large segment of the public found commuting by bus convenient for them.

In response to this sudden increase in patronage and the evolving energy shortage situation, the District has taken the following actions:

- Renewed its appeal for public agencies and businesses to stagger work hours in the central business district and along the Wilshire Corridor. (In addition to RTD's existing policy of staggered shifts for various departments, several sections are experimenting with a flex-time study that has employees working nine and ten hour days with longer weekends).

- Authorized expenditure for a full-page advertising campaign in local newspapers to inform the public of RTD services and how to get information about them. (Combined circulation meant the ad reached more than two million people).

- Printed an increased amount of the new Bus System Map and Los Angeles Guide. The \$1 fold-out map is available at a variety of locations, including all service centers.

- Authorized the expenditure of funds to establish and maintain 500 new information outlets for the free distribution of bus timetables.

- Authorized hiring 25 new telephone information operators, three new PAX supervisors and five new employees to help handle the increased requests for literature generated by the full-page ads. (According to passenger Service Supervisor Tom Horne, the Customer Relations Department is receiving information requests at the rate of 1,500 per day).

- Considered the establishment of three new RTD Customer Ser-

The safest of all



Director David Hayward (left) presents annual Safe Performance Awards to Division 12 Maintenance Manager Floyd Hughes and Assistant Transportation Manager for Division 5 Jack Farley as Director of Safety Joe Reyes looks on. The awards were presented to those departments with the best safety experience for the calendar year 1978. Division 12 reported only six lost-time accidents for the period, which equals about one accident for every 20,000 hours of work. Division 5 reduced its accident experience by 17 per cent over the previous year or about 200 fewer accident reports in 1978. In presenting the plaques, Hayward said, "Your efforts continue to contribute to the safety of our employees and to the communities which we serve."

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*Lights . . .
Camera . . .
RTD's in action*

The Southern California Rapid Transit District, its wide-ranging services and operations and the people that bring it all together recently starred in a motion picture, shot on location throughout the District's service area.

Who, you might well ask yourself, would want to see a movie about the RTD? Well, the primary audience for the film will be future RTD employees.

Commissioned by the District's Department of Employee Education, Training and Development along with the District's Marketing and Communications Department, the 20-minute color film outlines the scope of District operations for incoming personnel.

According to Byron Lewis, Administrator of EETD, the film will enable new employees to better understand the variety of services offered by the District, how far-reaching those services are, and where the new employee fits into the picture.

Use of a film to introduce new personnel to the company was selected over several other options, including actually taking new employees on a one-day tour of District facilities. It was determined that a film was the most cost effective method.

Shot during a hectic, seven-day period the last week of May by Mascot Productions, the film touches on virtually every aspect of the District's operations, with a special emphasis on the people who make things work.

Among the topics dealt with in the film were special agents and their function, the road crew "paramedics," driver training operations in the Los Angeles riverbed in Southgate, typical Train Room activities between assignments, vehicle maintenance procedure (including bus engine tune-up, brake inspections and bus washing), the Purchasing and Stores Department and the South Park Shops.

The film also looks into the administration of the District, focusing on the Planning Department, the Dispatch Center, the Telephone Information Center and a meeting of the District's Board of Directors.

Naturally, no actors were employed for the filming since the movie will star RTD employees. Director of Training Joann Bowman, who coordinated the film's production, said dates will be established for showing the film to current District employees.



*Everybody
is a
star*

Even the buses, as members of the Mascot Production film crew traveled to a dusty L.A. riverbed to chronicle driver training (above). In other photos on this page (in clockwise order) Rich Farley rehearses for a staged community meeting about the District's proposed Wilshire corridor subway, a meeting of the Board of Directors is captured on film, Special Agent Kathie Skellie keeps an eye on security at the Headquarters building while the cameraman keeps an eye on her, and a mock employment interview is acted out by (from left) Evelyn Frizielle, Marta Espantman and Alan Nishimura.



Board, District honor outstanding employees

The Southern California Rapid Transit District Board of Directors and Executive Staff honored three more District employees for outstanding service in ceremonies at the downtown Los Angeles administration building last month. Recognized as Employees of the Month



OUTSTANDING — Presented Certificates of Merit for their contributions to the District by board vice-president Ruth Richter are (front, left to right) Walter Ashton, Thomas Barham and Greg Pitts. Assisting in the presentation were (back, left to right) Division 7 Transportation Manager Gus Lopez, Division 12 Maintenance Manager Floyd Hughes and Manager of Customer Relations Bob Williams.

for April were Division 12 mechanic Thomas Barham, Division 7 operator Walter Ashton and information operator Greg Pitts.

Barham, who now works as an inspection mechanic at the District's Long Beach operating facility, started with the Metropolitan Coach Lines in October, 1957. Within a year he was a Mechanic-A. In the past 22 years of service Tommie has performed virtually every job a mechanic can be called on to do, including a complete engine overhaul — a job requiring the highest of mechanical skills. He is also extremely knowledgeable in air conditioning maintenance, transmissions and suspensions. Barham's experience makes him a man his fellow employees can turn to for solutions to their problems. His knowledge of all phases of coach repair has resulted in a considerable savings of time for the District as a result of his suggestions.

As they say, the bus operator is the District's frontline representative with the riding public, and Walter Ashton is an excellent representative. For the past 28 years, his congenial nature, not only with his co-workers but also his passengers, has won the District and its predecessor agencies many friends. He is particularly well-liked by the senior citizens he serves on Line 89 along Fairfax Avenue. Among his more obvious attributes are Walter's pleasant smile, his helpfulness toward all passengers and his expertise behind the wheel. The fact that he has an 18-year safety award speaks for itself. According to Division 7 Transportation Manager Gus Lopez, Ashton is a line instructor and also a "great inspiration to junior employees."

Greg Pitts is no stranger to the District's Employee Honor Roll. He was chosen Information Operator of the Month in 1977. Since that time, he has not let up. He continues to display the qualities that earned him that first honor. His attendance is above average and he is always punctual. He is very courteous, listening attentively to callers' requests and answering pleasantly and patiently. Since joining the District in 1975 Greg has consistently demonstrated an ability to exceed the standards set for the telephone information operator's work performance. The fact that he has maintained such high standards has earned him another Employee of the Month honor.

Coping with the gas shortage

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vice Centers slated for the San Fernando and San Gabriel valleys and the South Bay area.

Morrissey moves to top of RTD seniority roster

(Continued from page 1)

long because I like the work," explains this holder of a 29-year safety pin. "I enjoy working a regular run where you get the same people day after day. You can enjoy them and they can enjoy you."

A former Operator of the Month, Morrissey credits much of his success with the company to his philosophy, which he borrowed from the company.

"I've adopted their motto: Safety, Courtesy, Service," he explains. "I treat everyone on my bus the way I would want my wife and kids treated."

A big part of Morrissey's reason for selecting the Riverside run is that he and his wife have lived there for the past 17 years. While the District at one time had an operating division in Riverside, the local service is now on a contract basis and Morrissey reports that all that's out there now is "... seven buses, 13 drivers and a dog named Brownie."



The total cost of all this, estimated at about \$840,000, should be covered by the additional re-

Deluge

The flood of new riders pouring onto RTD buses has resulted in a flood of information requests pouring into the Customer Relations Department. Right, Shirley Stewart wades through a stack of correspondence surrounded by pamphlets and brochures explaining District services, while Laverne Harris and Marilyn Igna fill requests for timetables. At left, the full page ad which reached more than two million people and some of the items the District distributes to keep riders informed.



venues the District is receiving as a result of the increased ridership.

In other related actions, the District:

—Recalled 39 of 40 buses on loan to Seattle and pressed them into service on the busiest lines.

—Ordered the Service Analysis and Schedules Department to look into shifting buses from lightly traveled routes to the more heavily traveled corridors, but only if the shift did not greatly disrupt established schedules.

—Urged senior citizens, students and shoppers to try and use the system during off-peak hours (peak hours are 6:30 to 8:30 a.m. and 3:30 to 6 p.m.) to increase rush hour capacity. These groups comprise a large number of regular riders. The District has sold 45,000 senior citizens passes and some 19,000 student passes.

In the face of the gasoline crisis a tremendous strain has been placed on the District and its employees.

Maintaining RTD's maximum bus fleet in adequate operational condition has meant incurring additional overtime in the Maintenance Department. Since spare buses have been pressed into service, repairs must be effected as soon as possible.

In the Operations Department, the increased number of buses on

the street, the extended times of service and the increased demand have added up to a lot of available overtime for operators.

"The gas shortage didn't come on us gradually," said Jack Walsh, General Superintendent of Transportation. "This has been a very sudden increase in ridership. We have hired 65 additional operators, but it takes time to train them properly."

Walsh also pointed out that the increased ridership has placed an added burden on the drivers. New riders are puzzled by the system and ask numerous questions, get on the wrong buses and ask to be let out in the middle of the block, or generally make it difficult to maintain schedules. Also, automobiles waiting in line for gas can and do block bus stops.

The Telephone Information Center has been taking a public tongue lashing as virtually everyone has complained they cannot get through to the information operators, even when they call before 8 a.m. or after 8 p.m. as recommended by the District.

"We're receiving calls from first time riders and they need detailed information as to just exactly how to get to the place they need to go,"

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Henry W. Morrissey

Operator enjoys keeping . . .



. . . track of his investment

When bus operators get together it is not uncommon for them to talk shop. They discuss everything from traffic conditions to bus breakdowns to increasing ridership, schedules, paddles, headways and the like.

But, when J.J. Falbo is relaxing in the Train Room at Division 9 in El Monte, the conversation is very likely to turn to talk of furlongs, jockeys, paddocks, weight allowances, muddy tracks and trainers.

That's because operator Falbo has a rather unusual avocation, he owns a racehorse . . . the thoroughbred type.

Falbo, who first drove a bus for the old Metropolitan Transit Authority before it was replaced by RTD, acknowledges the fact that many people are at first stunned by a bus operator owning a racehorse.

The very word horseracing conjures up images of the Sport of Kings, of sleek thoroughbreds worth tens of thousands of dollars, of millions wagered on a single

race. Images of wealth. Thoroughbred owners are supposed to live on vast ranches with manicured pastures and miles of white fences. They ride in luxurious limos, dress in the height of fashion and are as well bred as their horses.

And, while that aspect of the sport is very real, there are a growing number of Americans—Falbo among them—who look on a racehorse as an investment. True, owning a racehorse for investment purposes may be riskier than owning gold or putting your money in a T-bill account at the local bank, but Falbo points out that as a business expense it makes "a nice little tax write off."

However, more than a simple business venture, Falbo's involvement with thoroughbreds (his current horse—The Silk Maker—is the fourth he has owned) is a direct result of his daughter Nadine's lifelong fascination with horses.

"Ever since she was a little girl she has been interested in horses,"

recalls Falbo, who spent 21 years working in the steel mills of Pennsylvania prior to moving west. "Nadine has worked as a horse trainer, a jockey and is now into a horse breeding business with a partner in New Mexico.

"She was one of the first women allowed to ride in races in New Mexico," said Falbo with an un concealable hint of pride in his voice.

As for his role in the whole venture Falbo reports, "I'm just the financier."

Nadine's most recent product, The Silk Maker, is the second horse that Falbo has brought to race on the West Coast. A four-year-old brown colt, The Silk Maker was sired by Fashion King. His mare was Beam-O-War out of Sir Bim.

Under the guidance of trainer R.P. Shiner and with jockey Raul Cespedes aboard, the horse was entered in the third race at Hollywood Park on May 31, a six-furlongs claiming race with a

\$10,000 purse. The Silk Maker's claiming price was \$28,000.

But, Falbo said he was not overly concerned that someone would claim the horse. For one thing, if they had he would have been ahead of the game financially. For another, "Thoroughbreds from New Mexico generally have to prove themselves by winning a few races before anyone will claim them," Falbo explained.

As for the money end of the sport, unless you are dealing with top-of-the-line horses like Seattle Slew or Secretariat, it is not really as expensive as most people think.

It cost Falbo nothing to enter his horse in the claiming race. He did have to come up with a jockey fee of about \$45. For \$30 a day, the horse is stabled, fed and exercised each morning at Hollywood Park.

While Falbo admits he has not received any return on his investment as yet, he is looking forward confidently to the day he finds himself standing in the winner's circle.



Operator J.J. Falbo (above) took a break from his behind-the-wheel duties recently to watch his horse, The Silk Maker (wearing number 7) parade around the paddock at Hollywood Park. With jockey Raul Cespedes aboard, the horse ran in the third race of the day. After getting bumped and almost falling coming out of the gate, Silk Maker was running in second place at the first turn of the six furlong sprint. Entering the stretch (at left) he was squeezed out from the inside and finished last in the 11-horse field. Inset is from the daily racing program for the third race. Falbo reports that the horse did injure its leg in the race and will be returned to New Mexico to recuperate. Meanwhile, Falbo has purchased a two-year-old named *Traveling West* ("That's what I was doing when I left Pittsburgh") and hopes to have the horse ready for the opening of Santa Anita.

1	WINDY	114	114
2	CRUISE N MATIC	114	114
3	TOFANG	114	114
4	CATALINA HOBBY	114	114
5	THE SILK MAKER	121	121
6	YUCANTEL	114	114
7	FLYING TRUCK	112	112
8	HOLIDAY SUNDAY	114	114
9	CLAYTON	114	114
10	CLAYTON	114	114
11	CLAYTON	114	114



HELEN BOLEN, RICHARD KISSICK

Kissick steps down, Bolen steps up

When Richard Kissick took his first job in the transit industry things were somewhat different than they are today. For seven cents (7¢) you could ride all over the city. You could get four tickets for a quarter. For awhile, you received a coupon good for a two-cent refund with each ticket because the courts were deciding whether or not the two-cent fare increase was justified. You had to ride a longway before you started worrying about extra zone charges and the trolleys and buses you rode were operated by companies with names like Pacific Electric, Los Angeles Railway and Asbury Rapid Transit System.

But that was nearly 41 years ago and Kissick, who started September 1, 1938, with the Los Angeles Railway as a Claims Department Clerk and rose steadily through the ranks to become District Secretary, feels it is time to shift gears.

At a recent Board of Directors meeting, Kissick announced he will retire on September 1 and recommended that Helen Bolen, the Assistant District Secretary, succeed him. The board followed that suggestion.

During his career, Kissick has held a variety of jobs, including a brief stint as a bus operator. At the outset of World War II, Kissick drove, in addition to his regular duties as a steno clerk at LARY's Motor Coach Division (now Division 2).

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After 37 years, operator says 'Thanks'

(Editor's note: For nearly 37 years, Lowell W. Frey worked for the RTD and its predecessor agencies. He spent that entire period working out of what is now Division 5. He retired last month and his comments about his career are worth sharing).

"I am very grateful for having had this job. It has been good to me. My wife, Cordy, and I have managed to buy a home, raise four children and, over the years, have accumulated 15 grandchildren.

"My advice to young operators is treat your job right and in return it will treat you likewise and be rewarding in the end.

"I feel honored to have worked with so many good operators. I have worked for quite a few division managers and have discovered that if you do your work well, you will have no trouble with them."



FOND FAREWELL — Members of the Dispatch Center took a few moments from their hectic schedules recently to honor Dispatcher Henry Fitzpatrick on the occasion of his retirement. Ready to share the cake (from left) are Chief Radio Dispatcher Joe Reeves, Hank, Assistant Chief Supervisor Bill Lorusso and Superintendent of Transportation Services Geoff Diehl.

Send off

More than 30 Division 18 employees gathered to express their appreciation to operator Domingo R. Torrez (right, cutting cake that was served to employees all day) for the years they had worked with him. As Division Transportation Manager J.J. McCullough explained, Torrez joined RTD in September, 1971, when the Blue and White Bus Company became a part of the District. "His pleasant personality is going to be missed," said McCullough.



Retired together . . .



. . . after 33 years

Laughter resounded from the second floor training room when Arnold Gainey presented senior interviewer Dorothy Langlois (center in photo above) with the typewriter she first used when she started as a typist with the Los Angeles Transit Lines nearly 33 years ago.

The occasion was Langlois' retirement party and, while the smiles were broad and the mood was merry, there was an undertone of sadness among those who had worked long and hard with Dorothy. As Community Relations Representative Albert Reyes expressed it, "Dorothy has hired an entire generation of transit workers."

Langlois has spent her entire career in personnel. Within three months of joining LATL, she was promoted to Assistant Chief Clerk, a position she held until she was made a steno in 1965 with the then-fledgling Southern California Rapid Transit District. Three months later she was promoted to Interviewer, a position she held until nine months ago, when she was promoted to Senior Interviewer.

The typewriter retired along with Dorothy was the very same manual she started on as a typist in 1946. Through all the promotions and moves, she had steadfastly held onto old dependable, refusing to use the offered electric models because she felt more comfortable typing on the manual. As a parting gesture, her co-workers in the employment office took up a collection and bought the typewriter from the Purchasing Department.



Retiree recognition

As always, June was one of the District's busiest retirement months as 17 veteran employees shifted gears. With Director Gerald Leonard (left) presenting Certificates of Appreciation to those participating in the ceremony, the retirees included Robert D. Airhart, Division 5 operator with 22 years; Sydney Chevlin, operator-extra schedule checker at Division 9 with 37 years; Henry Fitzpatrick, Radio Dispatcher with 32 years; Lowell Frey, Division 5 operator with 37 years; Alfred Keith, South Park mechanic-A with 29 years; Lyman Larson, Division 1 operator with 36 years; John Lubak, Division 9 operator with 31 years; Thomas Montgomery, Division 9 operator with 36 years; Leonard Shackell, Division 12 operator with 24 years; Stanley Swanson, Division 8 operator with 32 years; Rudy Felan, Division 3 operator with 19 years; Norse C. Click, South Park Mechanic-A Leadman with 20 years; Elbert Beezley, Division 12 operator with 32 years; Eva Wildish, Ticket Office and Reports Clerk with 18 years; Dorothy Langlois, Employment Interviewer with 32 years; Sanford Jefferson, an employee with 32 years; and L.D. Bradford, a Division 5 Utility-A with 33 years.

District Secretary announces retirement

(Continued from page 5)

"I pulled a special Lockheed tripper early in the morning and would then return to the division for my regular shift," Kissick recalled. "After that I would help them park the buses in the yard in the evening. Those days began at 4:45 a.m. and ended around 10 p.m."

But that was as close as he came to being an operator and operation's loss has been administration's gain. After a four-year stint in the Coast Guard (on a troop transport, naturally) Kissick returned to start his climb up the organizational ladder. He has served as secretary to the General Manager, administrative analyst, administrative assistant, insurance manager, assistant district secretary and was finally appointed District Secretary on September 1, 1972.

The one day that stands out most in Kissick's memory in all that time is March 3, 1958, the day the MCL, LATL and ARTS merged to form the Metropolitan Transit Authority, the first public transit agency in Los Angeles.

Kissick's extensive background has served him well as District Secretary. The office is responsible for a broad range of activities running the gamut from receiving all legal and insurance claims against the District, setting up public hearings, preparing District rules and regulations and preparing reports for the Board.

As Bolen explains it, "With the exception of the General Manager's office, I think this office has a broader knowledge of District operations than any other department. We gather information from throughout the District to present to the board."

Bolen, who admits she was only six months old when Kissick first started with LARY, came to the District in 1966 after several years with the Bakersfield Municipal Transit Company. Her first RTD job was as a steno clerk in the Stops and Zones Department at the old Macy Yard.

She credits her participation in a District-sponsored education program at UCLA as being a major turning point in her career. She was in the first of two groups of 30 RTD employees who attended special classes at UCLA in such areas as labor relations, public relations, writing and communication skills, all oriented toward the transit industry.

"The course pulled me out of the ranks of secretaries and resulted in my getting a job as an administrative assistant in the Marketing Department," Bolen said. Two years later, in 1972, she was named Assistant District Secretary.

"I guess I have aspired since that time to the District Secretary job," she explains, "and I think my years as Dick's assistant have been the perfect training ground for that."

Shingletown bound

One of the final tasks for retiring Director of Purchasing and Stores Earl Stanley was to cut and distribute several large cakes to his friends from throughout the District. After the party, held at South Park, Stanley headed for Shingletown, California, where he is building a home. Stanley, who started his career in 1941, was named Director of Purchasing in 1971. He said all are welcome to stop by the home he is building and help pound a few nails. Maynard Z. Walters has been appointed to replace Stanley.



RTD All-Stars stamp out Postal Worker



Members of the RTD All-Star Basketball team included B. Melton, P. Thomas, S. Mixon, L. Charles, C. Rowe, A. Washington, R. Coaye, J. Howard, S. Woods, R. Harris, J. Harvey, I. Hollinquest, C. Burke and H. Moore.

Crowd-pleasing aerial displays and solid defense by players like Stan Mixon (33 far left), B. Melton (22) and C. Rowe (25) paced RTD's All-Star cagers to an 81-71 victory over their Postal Service counterparts in action at Fremont High. Mixon and Rowe shared high-point honors for the District with 16 apiece, while Melton added 12 on field goals. When the Post Office's top shooter injured his leg early in the game, RTD surged to a 12-point lead by the second quarter. RTD led by 10 at the half, but the bewildered postal employees got their act together and whittled away the lead until the contest was tied 57-57 midway through the final stanza. But the District hoopsters never gave up and hung on for the victory.

RECREATION NEWS

July brings explosion of employee activities

Keeping with the spirit of the Fourth of July and fireworks, July brings an explosion of recreation events for all members of the family.

Several of the concerts announced in last month's *Headway* are set for July. Tickets are still available for the following July concerts:

- Johnny Mathis, Friday, July 6, 8:15 p.m. \$15 tickets for \$14.
- Peobo Bryson, Friday, July 13, 8 p.m. \$10.50 tickets for \$9.50.
- Harry Belafonte, Wednesday, July 18, 8 p.m. \$15 tickets for \$14.
- Chuck Mangione, Sunday, July 22, 7:30 p.m. \$10.50 tickets for \$9.50.

For those who missed the chance to see "Annie," the District will be returning to the Shubert Theatre in Century City on Saturday, July 14. \$20 Orchestra seats are available for \$18.50.

And young and old alike will not want to miss "The Greatest Show on Earth" when the District goes to the Ringling Brothers-Barnum and Bailey Circus on Friday, July 20 at

the Forum in Inglewood. \$7.50 tickets are available for \$5.50, but act quickly as seating is limited.

If you have always wanted to take an ocean voyage but have been unable to afford a real cruise, perhaps you can take our cruise to Cataline Island on Saturday, July 21. A full day of activities is planned. For the \$16.25 adult, \$9.50 children (5-11) and 80 cents tots under five price, you can enjoy a cruise, bus tour of the island, glass-bottom boat trip and still have time to shop and sightsee on the island before returning home.

For the District bus jockeys, it's RTD Rodeo time again. This year's preliminaries will be held at Santa Anita Race Track on Saturday and Sunday, July 14 and 15. Everyone is urged to come out and cheer your favorite operator on to qualifying for the District championship meet on August 5. The District winner, by the way, gets \$500 in cash and a chance to represent RTD at the national finals in New York.

For those of you who like to plan

ahead, here is a rundown of some of the activities scheduled for early August.

August 4 marks the day for a Summer Golf Tournament. This Three-Par golf day will be held at the Heartwill Golf Course in Long Beach. It is open to District employees and their immediate family members only. The cost, including greens fees and prize money, is \$5 per entry.

August 5th is baseball action day at Dodger Stadium when we will go as a group to RTD-Dodger Day. They will be playing the Giants in a California match-up. \$3.50 tickets are \$3.

"The Wiz" is back at the Panjages Theatre. This is the Broadway production that can be enjoyed again and again. On August 12 the District is offering a 2:30 p.m. matinee with \$15 tickets available for \$13.50, and an 8 p.m. evening performance with \$16 tickets going for \$14.50.

And, if you're wondering what has happened to the Third Annual Employee Picnic, it has been

moved to a new month and location. This year's annual gettogether will be held October 6 at Soledad Sands Park in Acton. Details of the event will be made available in the near future.

Of course, if you're ever looking for something to do with your weekend, you can always come out and root your favorite company softball team on to victory. The nine-team league plays games each Sunday morning at Whittier Narrows Recreation Center and Van Ness Park. Check with any team member at your work location for time and place.

It's now officially summer and the perfect time to stock up on those ever-popular RTD T-shirts. They're just the thing to make you and your family "in" this season. All adult and children sizes are available in our familiar yellow shirts with the brown RTD logo. Still only \$2.

For more information about these, or any, recreation programs, please contact the Recreation Department at extension 6580.

MAKING HEADWAY

Peggy Peck, a Data Technician in the District's Service Analysis and Scheduling Department, is proud of her two daughters and rightfully so. Kathleen, 16, and Mary Francis, 17, were among the 43,000 Southern California High School students honored in a special section of the Los Angeles Times. To qualify for this recognition, both girls, students at Immaculate Heart High School, had to maintain a 3.6 grade point average or above in regular academic subjects.

The program, co-sponsored by the Times and the Los Angeles Dodgers, is designed to salute outstanding high school students in the Southland, the leaders of tomorrow. Now in its 12th year, the program also presents each student a pair of tickets to two Dodger home games.

In addition to maintaining high grades, Peggy reports both girls are very active in extracurricular activities. Mary Francis, a junior, has been on the varsity basketball team for three seasons. She hopes to attend UCLA Medical School. Kathleen has just completed her term as Sophomore Class Vice-President. She is currently involved in a computer programming class at the University of Southern California for gifted high school math students. She will be Math Club Vice-President next semester and hopes to attend USC as an engineering or computer science major. Both girls work weekends and holidays at a local McDonalds.



KATHLEEN PECK



MARY FRANCIS PECK

Speaking of education, Division 9 operator Billy C. Morton, Jr. has been occupying his spare time with books and babies and his efforts are beginning to bear fruit. Not only does Morton have a growing family, consisting of 6-year-old David Aaron, 17-month-old Brandi Ann and 7-month-old Lisa Annamarie, but he and his wife now have degrees.

After three years of a fulltime academic schedule at Citrus

College, Morton has received his A.S. degree in Social Sciences. He plans to attend Cal State Los Angeles in the Fall as a fulltime student working toward a B.A. degree in Psychology. Not to be outdone, Morton's wife, Mary Rochelle, received a degree in Ophthalmic Dispensing and Fabrication and will receive a degree as a Contact Lens Consultant from Crafton Hills College in Yucaipa, California.

Speaking of big wheels, 58-year-old Paul Cole, who works at the RTD's Long Beach operating division, recently took a bicycle ride from his home to San Diego—a distance of 110 miles. The one-way trip took Paul, who commutes 20 miles to work via bicycle, 10 hours to complete. He took an Amtrak train from San Diego back to Fullerton, and rode the 14 miles from there to his home. Total distance covered in one long day of bicycle riding—124 miles.

When Southgate High School student Tony Evans took a first place finish in the long jump (23-foot, 4½ inches) and a third in the 120-yard high hurdles during the Los Angeles City Track and Field Championships at East Los Angeles College, two elated spectators were his father, Ralph Evans, and uncle, Cecil Evans, who just happen to work at Divisions 7 and 5, respectively.

Pam Nieves of the Employment Department and Dominick Nieves of Payroll have a new addition to their family. Little Michele Melody entered the world on April 9 at Los Altos Hospital, weighing in at 8 pounds, 14 ounces. Michele joins brother Lance Brian, who is now five.

And other RTD families were growing, also. George A. Wheeler, a Mechanic-A leadman at Division 6; and his wife, Randi S. Wheeler, an Equipment Records Specialist at Division 8, had their first child on May 8. The little baby girl, named Ami Michelle, weighed 8 pounds, 8 ounces. Perhaps, eight will be her lucky number. George and Randi, incidentally, met when they were both working at Division 8. They were married in June of 1978. George has been with the District since 1970, Randi since 1974.

And on the subject of the District's oldest bus (Headway, April, 1979), Division 15 Mechanic-B Cliff Harwood said bus number 6599 may be the oldest presently active coach, but it is not the oldest bus the District owns.

He reports, "In my search of available data, I noted a coach in the 6500 series, which is listed as a Model 4510, model year 1949 . . . During a break I casually wandered among the storage coaches, inspecting serial numbers of 6500 series coaches. What else do you do at the break time?" asked Harwood, whose model year is 1948. "And sure enough, there it was, coach 6500, serial number TDH 4510 501, model year 1949."



GREEN, GREEN — Billie Orth (left), secretary to Manager of Operations Sam Black, and Ralph Costello, Transportation Manager at Division 12, were showered with gifts from well-wishers (including this overburdened money tree) when they announced plans for their May 28 marriage.



AND THE ANSWER IS . . . If you happen to be an ardent game show watcher you may have seen Operations Analyst Andi McFall on "Tic, Tac, Dough" where she presented host Wink Martindale with an RTD bump cap. Unfortunately, McFall did not know that "Lydia the Tattooed Lady" was Groucho Marx's theme song and wound up with a home version of the game show and a lifetime supply of baking soda.



ANTICIPATION — Division 1 employees showered cribs, strollers and other baby paraphernalia on Division Steno Becky King (center) in anticipation of the arrival of her first child. The noontime fete included cake and punch for all the operators.

Commendations

(Editor's note: Quoted below are excerpts from a few of the hundreds of letters received by the RTD Customer Relations Department commending operators for the way they perform their duties. All such letters are reported to the operator by his division manager and then entered in the operator's personnel file).

Allen Wenglin, Division 8 — "Have been forced to ride buses and am learning to enjoy traveling with one of your outstanding drivers. His exceptional driving skill, which avoided accidents on several occasions, courteous manner and tolerance of the public in my opinion is beyond the call of duty."

Jake L. Billinger, Division 9 — "In spite of difficulties with miserable traffic and the gas shortage crowds, this driver kept his demeanor and managed to bring us in without any hassles or great problems. The very fact that he has remained so cool, and is still kind to his passengers has a lot to say for the man."

Aubrey Echols, Division 5 — "Due to the gas shortage, I like many others have taken to busing . . . The driver was helpful, courteous, sympathetic and altogether a nice person."

Gilmore E. Raphael, Division 12 — "With the gasoline situation, the number of passengers on the 755 has increased greatly, to the point of standing room only. I have taken (the line) for two years and the riders are very fortunate to have such courteous and conscientious drivers on this route."

Robert M. Green, Division 5 — "My husband and I ride the RTD to and from work every day . . . Your driver is a professional. He is on time and courteous. He never says a bad word to anyone and that includes the people looking for free rides and the ones who use abusive language. I am quite impressed with this driver."

Robert C. Buchanan, Division 8 — "He was unusually helpful, cheerful, good-natured and intelligent in solving customer problems. It made bus riding a pleasure. I had just arrived from San Diego and had not ridden Los Angeles buses in about 25 years! Not only was he helpful to me, but to at least seven other people."

Airport Express — (At least two out-of-towners wrote to commend operators on this service, one from Division 1 and another from Division 18. However, they failed to note the operator's badge numbers). "I would like to commend the driver for his courtesy, travel directions and, most of all, for the friendliness he portrayed to all those who shared the ride with him." "I would like to commend your driver for the courtesy and assistance he rendered a visitor from Idaho."

Gordon L. Hines, Division 8 — "I was glad that he refused to let a person on the bus who was carrying a red can of gasoline."

Andrew Holmes, Division 1 — "When two men got into an ugly argument, he calmed the situation down and prevented violence. I feel this driver really handled the situation well."

Walter A. Roby, Jr., Division 2 — "Called every stop, transfer point, had schedules in the proper box, was very cooperative, in a happy frame of mind, helped passengers when he was shown addresses and was really performing his duties."

Herbert D. Thulin, Division 12 — "The car directly in front of the bus had a blowout on the rear tire. The rubber tire tore lose and hit the bus windshield. The driver maintained perfect control of his vehicle, swerving to avoid the car involved, the other traffic on the freeway and not once tossed any passengers."

Jordan G. Holland, Division 7 — "We ride with him every morning on Wilshire and it is a pleasure. He is kind, courteous and considerate of his passengers and is always willing and ready to help them."

Larry Busby, Division 2 — "I use RTD almost every day, sometimes twice daily, and have never experienced such an efficient, patient and polite driver."

H. L. Schroeder, Division 3 — "He always started and stopped the bus smoothly enabling passengers to board and depart easily and safely, and he showed unusual consideration for a young blind girl who needed to leave the bus."

Coping with the gas shortage

(Continued from page 3)

explained Hagen. "Often we find they're also getting information for other members of the family as well. That results in a very long call."

Despite cries that nobody is getting through, PAX has been fielding questions at a record clip—about 11,000 callers per day with up to 50 callers on hold during the busy hours—so obviously someone is getting through.

As if all this were not enough, RTD employees have had to cope with getting gasoline themselves.

Bill White of the Running Repair Department at the South Park Shops has come up with the car pool to end all car pools. White purchased a used bus from his church and now drives it to work daily from

his home in Cucamonga. He stops in Pomona and Eastland to pick up other South Park employees.

At last count, Bill reported he has 26 employees riding with him and helping to share the \$100 per week gasoline bill.

Classified

- Lot for sale near Crestline in the San Gabriel Mountains. More than 10,000 square feet, zoned residential. Call Jim Smart, (213) 376-5465.

- Free kittens. All colors, both genders. Have 10 available now. If interested, please contact Denni or Tim at (213) 899-1966. Persons with very small children need not apply.

Schedule changes

Moving up

Name	Div./ Dept. Classification	Date
Abrego, Abraham A.	3201 Di. Disp. to Di. Disp. X Rad. Disp.	5-13-79
Adams, James M.	3299 Di. Disp. to Di. Disp. X. Rad. Disp.	5-17-79
Anderson, Wade	3307 Utility "A" Ldmn. to Equip. Svs. Supv.	4-22-79
Azbi, Shamseddin	3110 Svc. Attendant to Mopper/Waxer	4-20-79
Barron, Abraham	3314 Mechanic "A" Ldmn. to Equip. Maint. Supv. I.	5-06-79
Bricker, David E.	3309 Mechanic "B" to Mechanic "A"	5-13-79
Brown Jr., Jules	3314 Operator to Sheet Metal Wkr.	4-29-79
Calderon, Rodolfo	3307 Mechanic "B" to Mechanic "A"	4-29-79
Cameron, John W.	3208 Operator to Op. Ex. Div. Dis.	4-29-79
Carrington, Wilma J.	3205 Operator to Op. Ex. Div. Dis.	4-29-79
Cosner, Laurence G.	3299 Di. Disp. to Di. Disp. X. Rad. Disp.	5-19-79
Dodson, Richard R.	3307 Tr. Dr. Clk. to Stk. Shp. Clk.	4-15-79
Dunbar, Robert L.	3305 Utility "A" to Utility "A" Ldm.	4-22-79
Falicki, James P.	3201 Op. Ex. Div. Disp. to Div. Disp.	4-29-79
Fasse, Ellion A.	3308 Utility "A" to Equip. Svc. Supv.	4-22-79
Flores, Richard E.	3201 Operator to Op. Ex. Div. Dis.	4-29-79
Forrest, Mike H.	3307 Mechanic "B" to Mechanic "A"	4-29-79
Garbick, Aldo J.	3314 Operator to Mechanic "B"	4-49-79
Gardner, William A.	3207 Div. Disp. to Div. Disp. X. Rad. Disp.	5-16-79
Gonzalez, Ruben	3201 Operator to Op. Ex. Div. Dis.	4-29-79
Hall, Curtis T.	3315 Utility "A" to Equip. Svc. Supv.	4-22-79
Harris, Richard	3303 Utility "A" Ldmn. to Equip. Svc. Supv.	4-22-79
Hartley, Gerald	3334 Svc. Attendant to Prop. Maint. "A"	4-16-79
Henry, James R.	3305 Utility "A" to Equip. Svc. Supv.	4-22-79
Hinton, Charles M.	3301 Utility "A" Ldmn. to Equip. Svc. Supv.	4-22-79
Izzard, Adrienne	3399 Typist Clerk to Gen'l Clk. II (Temp)	3-29-79
Johnson, Laurence L.	3206 Asst. Di. Trans. Mgr. to Temp. Di. Trans. Mgr.	4-18-79
Kovak, Richard	3334 Prop. Maint. "B" to Prop. Maint. "A"	5-13-79
Kruger, John W.	3201 Operator to Op. Ex. Div. Disp.	4-29-79
Lautenbach, D. C.	3208 Di. Disp. to Di. Disp. X. Rad. Disp.	5-20-79
Ledford, Archie R.	3201 Di. Disp. to Di. Disp. X. Rad. Disp.	5-06-79
Lyons, Wayne A.	7300 Rel. Tr. Dr. Clk. to Stock Clerk	4-20-79
Markles, John	3334 Prop. Maint. "A" to Prop. Maint. "A"	5-13-79
Martinez, Max	3314 Sheet Metal Wkr to Equip. Maint. Supv. I	5-06-79
McDaniels, Oneal	3209 Di. Disp. to Di. Disp. X. Rad. Disp.	5-18-79
Merkle, Dan J.	3206 Di. Disp. to Di. Disp. X. Rad. Disp.	5-15-79
Miller, Helen	6300 Operator to Mgmt. Asst.	5-13-79
Miller, Marvin D.	3203 Operator to Op. Ex. Div. Disp.	4-29-79
Monaghan, Patrick J.	3212 Operator to Op. Ex. Div. Disp.	4-29-79
Mullen, Dennis J.	3309 Mechanic "B" to Mechanic "A"	5-13-79
Mulvey, John	5050 Info. Clk. to Pass. Svc. Rep.	5-16-79
Ortiz, Audrey J.	3203 Op. X. Supv. of V.O. to Op. X. Supv. of V.O.C. Rad. Disp.	5-07-79
Palmer, Jonathan L.	6200 Typist-Clerk to Clerk (Temp)	5-07-79
Sanders, Gilda	2260 Secretary II to Secretary III	3-29-79
Sanders, Marian F.	9300 Secretary II to Staff Asst. I	4-23-79
Sandoval, Tony C.	3201 Operator to Op. Ex. Div. Disp.	4-29-79
Shephard, Stanley D.	3314 Operator to Mechanic B.	4-29-79
Shuffer, Robert D.	3207 Op. Ex. Div. Disp. to Div. Disp.	4-29-79
Stoycoff, Clyde R.	3212 Operator to Op. Ex. Div. Dis.	4-29-79
Stringfellow, Martin	3307 Mechanic "B" to Mechanic "A"	4-29-79
Suarez, Rachel B.	6200 Clerk to Interviewer (temp)	5-07-79
Takahara, Eldon	3302 Utility "A" to Utility "A" Ldmn.	4-22-79
Torres, Robert	6300 Op. X. Instr. V.O. to Mgmt. Asst.	5-13-79
Vaillancourt, David	3202 Op. X. Di. Disp. to Di. Disp.	4-29-79
Wallace, Kenneth E.	3306 Tr. Dr. Clk to Stk. Shp. Clk.	4-19-79
Watts, Marvin R.	3315 Mechanic "A" to Mechanic "A" Ldmn.	4-22-79
Weger, Joseph S.	3203 Di. Disp. to Di. Disp. X. Rad. Disp.	5-14-79
Witherspoon, Beverly	3314 Svc. Attendant to Mechanic "B" (Welder)	5-13-79
Woodson, James H.	3205 Operator to Op. Ex. Div. Dis.	4-29-79
Wyatt, Joe	3302 Utility "A" Ldmn. to Equip. Svc. Supv.	4-22-79

In Memoriam

Name	Div./ Dept. Classification	Deceased
Adams, Charles F.	3209 Former Operator Retired	5-15-79
Blazer, Benjamin F.	3205 Former Operator Retired	5-14-79
Capo, Anna M.	7100 Former Payroll Clerk	5-14-79
	Retired 5-22-58	
Ramsey, Vincent J.	3207 Former Operator	5-13-79
	Retired 12-16-77	
Ruiz, Frank S.	3209 Operator transferred to	5-14-79
	Ind. Lvd. 3-20-79	

Best bargain in town!

St. Bernard puppies in need of a good home? A 1965 Chevrolet being replaced by a newer model? A four-poster bed tucked away in the garage? Whatever you want to sell, trade or give away, let fellow RTD employees have the first chance and advertise it in Headway at no cost. Just fill out the coupon below and return it to Headway, RTD, 6th Floor, 425 So. Main St., Los Angeles, CA 90013. (Please include home telephone numbers only.)

Name: _____

Work location: _____

Description of item: _____

Price: _____ Hours to call: _____

Area code: _____ Telephone no.: _____

The Blue Flag of John Folk: *Or, How to Keep and Feed a Nightmare*

A speculation by
RAY BRADBURY

(Editor's note: This short story appeared in the June, 1966, issue of "Two Bells," the RTD employee magazine at the time and a predecessor of "Headway." The author, Ray Bradbury, is a well-known science fiction-fantasy writer who has written professionally since he was a teenager. He has sold some 300 short stories, published 12 novels and is widely read in 20 countries. Among his more famous works are Fahrenheit 451, The Illustrated Man and the Martian Chronicles. He does not drive, however, and this story is reprinted at this time for obvious, timely reasons).

July 4th, 1979 will be long remembered in the history of the city known as the Queen of the Angels.

That was the day John Folk, an otherwise ordinary man, awoke from a dream of blue skies, fresh air, empty avenues at dawn and stepped out into . . . the usual nightmare.

The robot machine prowled everywhere. No matter which direction he looked, the automobile was there, in monstrous avalanche, in never-ending mechanical plague. The smog seemed to have risen before even the cars hit the streets and Los Angeles enjoyed its usual day after day "bad weather" of fumes. On the boulevards, several million cars crept along at five miles an hour. On the multitudinous seas incarnadine of the freeways, travel had retrogressed to a rather nice four miles an hour.

Somewhere a long way off, a single bus tried bravely to move in the tidal churn of motors.

At the end of his first hour of travel downtown, John Folk,

waiting a full five minutes to move at one signal, did a strange, wild, mad, brave thing.

He stepped out of his car, left it in the street and, never once looking back, walked away.

The effect of this was startling.

At first there was an outbreak of horns in raucous commotion. And then, as the various drivers saw John Folk sprinting at a mild and lovely six miles an hour to his office, one by one they opened their car doors, switched off engines, and walked away.

It was contagion. Soon an army of pedestrians moved toward town, and the streets were full of abandoned and dying machines. The old love was dead. The revolt was complete. Dog, instead of car, once more became man's best friend.

It took the better part of two months to trash away the clutter of vehicles, which were shoved unceremoniously into the sea off Dana Point.

Someone thought to build a railroad. Someone else thought to build a subway. Someone else dreamt forth an army of clean

new buses. The blue sky was seen again! It frightened people. They had forgotten what it looked like.

And John Folk, who had led his people to the Promised Land on Independence Day, 1979, became president of a transit line and saw to it that when the cars returned, they returned in balanced proportion. Old parking lots were plowed under, reseeded and came up in green and flowered parks where men like John Folk could sit and stare blandly at the umbilical of the Universe.

The freeways, contrary to rumor, were not blown up, but, aided and abetted by fast-flying trains, continued to serve those who most needed servicing.

And the flag that was designed in honor of John Folk, and lifted one day on the pole outside his transit office, was a square of bright blue color.

That's the sky, of course, said Folk, much pleased. The sky, the way it used to be. The way it can one day be again, and stay that way, forever.

RTD Photo Contest

Do you have a prize-winning photograph stuck away in a drawer or album? You may have and not even realize it. Or, perhaps, you have a prize-winner that hasn't even been shot yet. There's only one way to find out . . . enter the 1979 Headway Photo Contest.

Open to all Southern California Rapid Transit District employees and retirees, the contest will award a \$100 First Prize to some skillful shutterbug. Second prize in the Recreation Department-sponsored contest is \$50, with a third prize of \$25 also offered. Several Honorable Mention awards will be conferred, too.

About the only restrictions are that the entries must be black-and-white prints (color would not reproduce in *Headway*) and the photographs must have been taken by the person submitting them.

You may have a picture that is worth more than a thousand words . . . it could be worth some cold, hard cash. So, put that expensive camera to work, follow the rules listed below and have fun!

RULES

1. All photographs submitted must be black-and-white prints, either 8"x10" or mounted on a 8"x10" piece of paper or board. Absolutely no color prints, slides or negatives will be accepted.
2. Only RTD employees and retirees are eligible to enter. Subject matter for the photographs is unrestricted.
3. Your name, badge number and work location or department must be clearly printed on the back of each entry.
4. Entrants may submit as many as three examples of their work, however, only one prize will be awarded per employee.
5. Deadline for submitting entries is September 1, 1979. The

address is Headway Photo Contest, 6th floor, 425 S. Main Street, Los Angeles, CA 90013.

6. All entries become the property of RTD and cannot be returned. However, entrants can pick up their photographs at the conclusion of the contest.
7. Entries will be judged on the basis of originality, subject matter and quality of production by an outside panel of impartial judges.
8. The decision of the judges is final.
9. Winning photographs will be published in a future issue of *Headway*. In addition, they will be displayed for several weeks in the third floor cafeteria at headquarters.

Motorcycles can mean fun . . . or serious troubles

Summer is here and that means vacation time and vacation time—for many—means motorcycle time.

The versatility of today's motorcycles means you can go virtually anywhere. They are more fun and more powerful.

Also, with the increasing price of gasoline and the decreasing supply of same, motorcycling has attracted a whole new breed of enthusiasts. Unfortunately, many cyclists still think of their machines as overgrown bicycles.

"The truth of the matter is, safe cycling requires a re-orientation on the riders' part," says RTD Director of Safety Joe Reyes. "Handling, turning and braking techniques for motorcycles are quite different than for bicycles or automobiles."

State statistics reveal that the frequency of motorcycle accidents is less than that of automobiles. However, Reyes points out that once a motorcycle accident occurs, the chances of its resulting in death or injury are two to three times greater for motorcycles than for other motor vehicles.

Most fatal motorcycle accidents involve collisions with cars. The majority of these accidents take place at intersections, during daylight hours on dry, level roads. As a general rule the driver of the car reports he never saw the motorcyclist.

list.

In order to make your riding safe and to help you keep from becoming an accident statistic, the RTD Safety Department offers the following tips:

- The first priority is to know your bike, the owner's manual is the best guide.
- Adhere to common sense rules and good judgement when you ride.
- Never carry more passengers than the bike was designed to carry.
- If you are a beginning rider, never carry passengers.
- Always keep both hands on the handlebars.
- Keep your motorcycle in good running order. You'll have more fun, more safety and will save money in the long run.
- When stopping, shift to low gears and brake from back to front.
- Think small. Even the biggest cycle is not as easily seen as a car. Remember that and handle your bike accordingly. Stay behind the car you are following and avoid riding in "blind spots."
- Proper clothing will make your riding more comfortable and enjoyable.
- Most importantly, even though it is not required by law in California, all riders should wear helmets.

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 14th 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, 6th Floor, 425 South Main Street, Los Angeles, CA 90013. Telephone: 213-972-6680.

David Himmel, Editor

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