



HEADWAY

Volume 6, Number 4

April 1979

RTD unveils '80 sector improvement, seeks feedback from District personnel

"How can we produce a more cohesive system, allowing the greatest number of people to travel in the most convenient and quickest way possible?"

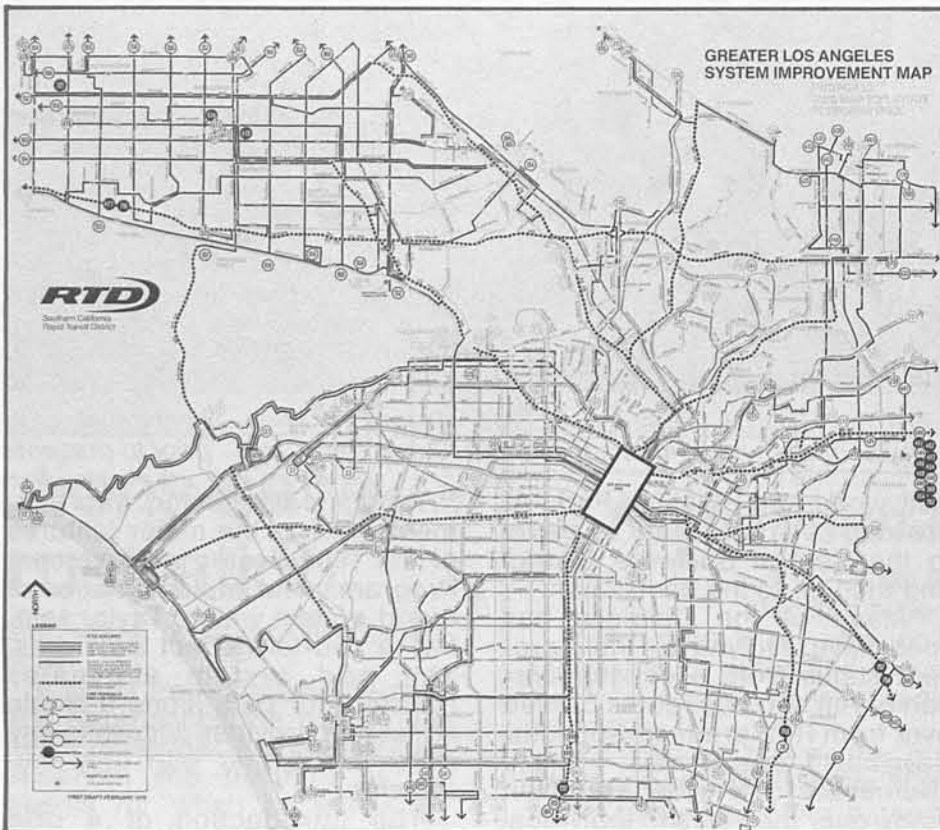
That question has been the driving force behind the Rapid Transit District's five-year system improvement program. The sixth—and certainly the most ambitious—sector improvement, the 1980 Sector Improvement Program, was unveiled to District personnel and the public last month after more than two years of extensive analysis by District staff.

And, it could not have come at a better time, according to George McDonald, Manager of Planning and Marketing.

"Public transportation in Los Angeles County carries three to four per cent of all trips. As gasoline supplies become short or rationing is implemented, obviously we are going to be called on to carry far more people," McDonald said. "This sector improvement is absolutely necessary in order that we gear up to do that."

However, in unveiling the proposed system improvements Director of Bus Planning Paul C. Taylor stressed that there is still much work yet to be done, mostly in the area of reviewing the proposal.

"This improvement program incorporates a review process



which is unprecedented in the District's history," said Taylor, the project coordinator. "Throughout the concept formulation stage, the project has been marked by close cooperation among District departments, both informally and in formal meetings of the Interdepartmental Task Force established by General Manager Jack Gilstrap to coordinate the

project work.

"The initial proposal has been submitted for comments from District bus drivers and information operators, elected officials, municipal transit operators, community organizations and members of the general public. All comments will be recorded and responded to and the responses will be widely dis-

tributed to the groups and individuals that made the comments," Taylor explained.

The first in a series of meetings between planners, schedulers and District operators was scheduled to be held on March 14 at operating Division 3 in Highland Park. Similar meetings are planned on an informal basis at each of the divisions to allow personnel an opportunity to comment on the proposal. A forum was also scheduled for employees at District headquarters to familiarize them with the project and to get their input. Public meetings to discuss the proposal began on March 22.

Since the 1980 Sector Improvement Program covers an area with the greatest population density in the RTD service area, Taylor said he was expecting considerable input on the proposal. With the current timetable calling for implementation of the proposal during the June 1980 shake-up, Taylor said comments and suggestions will be accepted through June 1, 1979.

For several months following that date, staff will incorporate public comments into a revised proposal and develop a detailed plan for implementing the project. This work will lead to a final internal review and presentation to the Board of Directors, who

(Please turn to page 2)



Sixty centuries of service

The occasion was the fourth annual Employee Service Awards Presentation at District headquarters and General Manager Jack Gilstrap (far right) took advantage of the opportunity to hold an informal rap session with some of RTD's senior employees. Employees attending the two-day ceremony were given an opportunity to tell top management officials what they thought was wrong—or right—with District operations. As Manager of Operations Sam Black told the group, "You people are the backbone of this company and we will always want to hear what you have to say. Your years of knowledge and experience are invaluable." (More photos of those employees who received service awards appear on pages 4 and 5).

1980 SECTOR IMPROVEMENT

Grid system, transit centers highlight plan

(Continued from page 1)

received the initial proposal in February, by fall of 1979. Upon Board approval of the plan, all District departments will begin final preparation to implement the plan.

If the plan is approved, what changes will it bring to the system? How will it affect the riding public? And, what will it mean for the men and women who operate the District's buses?

As it stands now, the 1980 Sector Improvement Program represents the most extensive revision of bus service in RTD history. It is estimated that the project might affect as many as 890,000 boarding passengers in the greater Los Angeles area. That's two-thirds of the system.

According to Steve Parry, principal planner, using essentially the same bus fleet the District has today, the 1980 sector improvements will:

- Expand the ability of the District to attract additional riders in many areas through increased passenger capacity while expanding the public's access to transit services, especially on "crosstown" corridors;

- Expand travel opportunities for present riders through extensions and inter-sector linkages, as well as reducing the need to transfer on several major streets;

- Complete a county-wide grid system (begun with the 1975, 1976 sector improvements) with buses operating frequently on all north-south and east-west streets from downtown Los Angeles to the San Diego Freeway and from the Hollywood Hills to Century Boulevard;

- Add nearly 200 miles of new bus service, including service on streets that now have no buses, while introducing a new system of 160 lines (115 local, 16 limited and 29 express lines);

- Reduce crowding on at least 20 major streets, including Wilshire, Sunset, Venice boulevards and Vermont and Western avenues;

- Institute a new line numbering format that will make the system easier to understand and use;

- Conserve energy by making the District's system more efficient and effective.

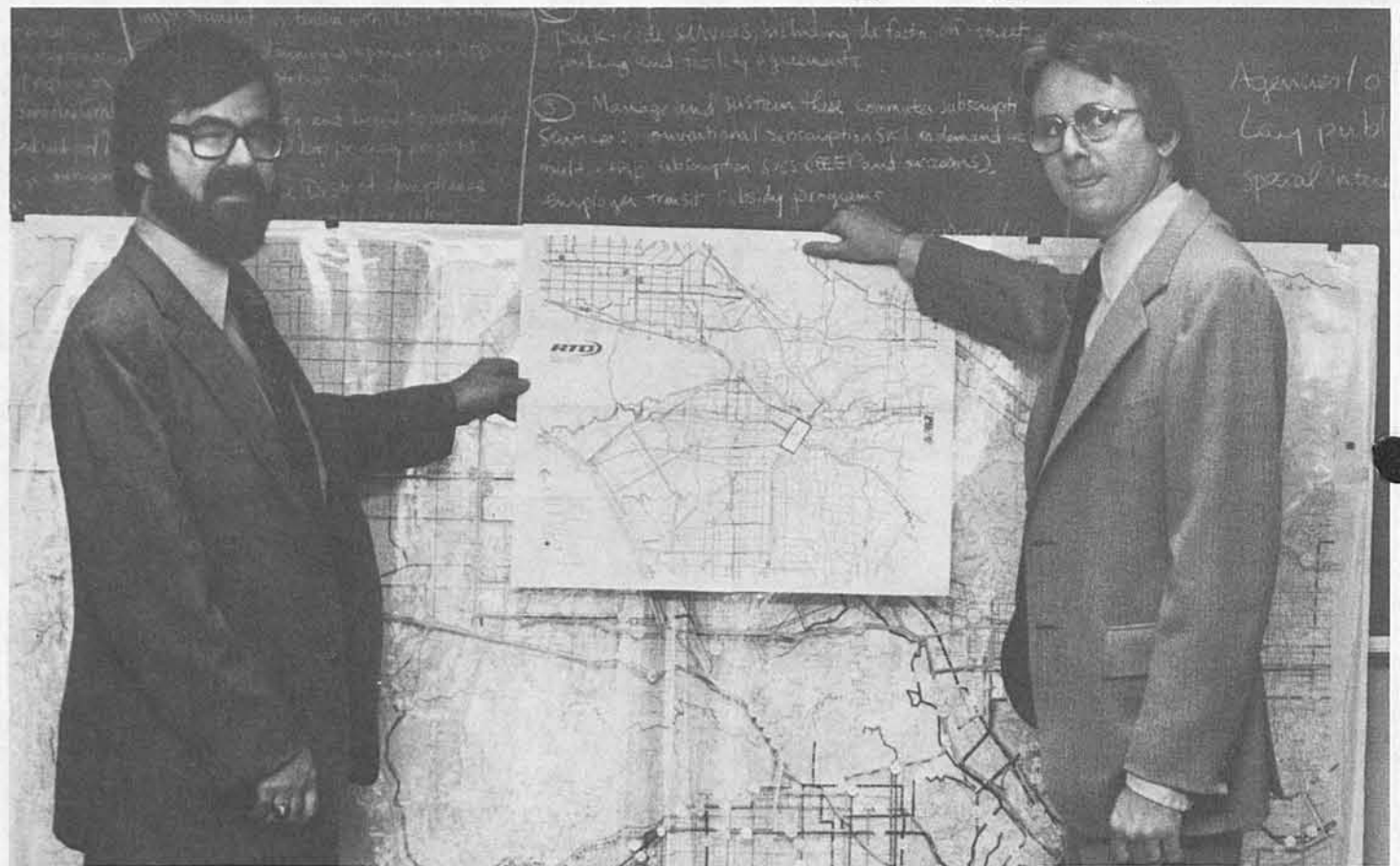
According to Parry, the benefits to the operator will be manifold.

"Quite often, the driver will be working a shorter route, which will keep buses from bunching up and give the operators a better shot at maintaining schedules," Parry explained. "The grid system will eliminate a lot of turns, making routes easier to work and also easier to learn...not to mention easier for the customer to figure out."

As Taylor explained, the primary reason for the changes is that Los Angeles has changed.

"The sector improvement cycle was begun because of the need to make large scale improvements to accommodate changing land usage and travel patterns and to respond to public requests for service," Taylor said.

As an example he cited a feature of the proposal that would create direct service between many communities where it presently does not exist, such as between the San Fernando Valley and Glendale-Pasadena or



FINAL TOUCH—Director of Bus Planning Paul Taylor (right) and Principal Planner Steve Parry go over details of the 1980 Sector Improvement Program prior to presenting it to RTD personnel and the public.

Hollywood and Highland Park, At present, it is necessary to travel to the Central Business District and then on to the destination.

"Many of the District's bus lines have evolved to their present status from a conglomeration of rail and bus routes carried over from RTD predecessor companies," explained Parry. "Numerous changes have been made over the years to individual lines in an attempt to accommodate changing ridership patterns, but in areas such as West Los Angeles, many of the routes of the old Red Cars are still readily discernible in today's network.

"Inefficiencies and operational problems abound as this transit network, designed for the land use and economic conditions of half a century ago, attempts to meet modern travel needs."

As in past sector improvements, one of the major features of the 1980 Sector Improvement Program is the implementation of a grid system which, Taylor said, has a two-fold effect on riders. The grid system eliminates transfers for trips along a single street and provides access to any point in the grid with only one transfer.

The introduction of a grid system will allow many RTD riders, for the first time, to travel directly between many parts of the Southland where through service on the same street presently is limited or does not exist.

For example, Third Street, which is currently served by portions of three routes, will have one route between Beverly Hills and downtown Los Angeles following implementation of the

proposal. Santa Monica Boulevard, also presently served by three lines, will be served by one line under the plan. In addition, several lines will be extended from the East Los Angeles area to five communities, including City of Commerce, Huntington Park, Bell, Cudahy and Compton.

Another key element in the proposed plan will be the creation of 17 multi-line transfer points, or transit centers, for local and regional bus service. These transfer points will provide access to improved service in the areas outside the grid and augment the grid in certain areas.

"The use of these centers has proven most effective in previous sector improvements, especially where topography constrains us from adhering to a strict grid," said Parry. "As well, they enable patrons to change between local and express routes. Perhaps the most effective transit center is the El Monte Station, where local and express routes converge and allow patrons to reach virtually every point in the San Gabriel Valley."

Under the 1980 proposal, for example, a transfer point would be established near Fairfax Avenue and Washington Boulevard beneath the Santa Monica Freeway, providing convenient and timely transfers from local bus lines to express lines bound for downtown Los Angeles. It also would provide a connecting point for passengers from throughout the Westside bound for such diverse locations as UCLA, Fox Hills, Los Angeles International Airport, Wilshire District and the beach cities. Service from the center also would be provided to the San Fernando Valley.

Other multi-line transfer points would be developed at UCLA, Century City, Wilshire Center, Hollywood, Carson Mall, Fox Hills Mall, Crenshaw Center and in the central business districts of Inglewood, Pasadena, Glendale, Huntington Park and Compton. Additional points would be developed in Highland Park, Lynwood and at the Los Angeles County-USC Medical Center.

About the numbering system

As part of the 1980 Sector Improvement Program, RTD is planning to introduce a new numbering system for bus lines which will be easier to understand. While subject to change, the new system used for the study lines in this proposal is easy to remember:

- * Numbers 1-99 are local routes to and from downtown Los Angeles.
- * Numbers 100-299 are local routes in all other areas.
- * Numbers 300-399 are limited stop routes.
- * Numbers 400-499 are express routes to and from downtown Los Angeles.
- * Numbers 500-599 are express routes in all other areas.
- * Numbers 600-699 are special service routes (Airport Express, race track service, etc.).

While the new numbering system applies only to those lines studied for the 1980 Sector Improvement, future sector revisions will implement the new system throughout the District.

What do you think?

Name: _____ Date: _____
 Work Location: _____ Telephone: _____
 Badge number: _____ Present line number: _____
 Comments on the 1980 Sector Improvement Program: _____

Please use additional sheet if necessary. Return to RTD Planning Department, Location 32, or 425 S. Main St., Los Angeles, CA 90013.

B of D stick with Holen, name Ruth Richter veep

Marvin L. Holen, an attorney, was re-elected to an unprecedented third term as President of the Southern California Rapid Transit District Board of Directors at the March 13 Board meeting. Holen, who was unopposed for the position, becomes the first Director to hold the office for more than two terms since the RTD was created in 1964 by the California State Legislature.

At the same time, Director Ruth Richter was unanimously elected Vice-President of the 11-member District governing body for the coming year.

Holen, a graduate of the UCLA School of Law, was appointed to the Board of Directors by Los Angeles County Supervisor Ed Edelman in 1975. He was first elected president in 1977. A partner in the law firm of Van Petten and Holen, he is a former captain in the United States Marine Corps Reserve. He resides in Los Angeles with his wife.

Richter, who joined the Board in 1976, is one of two appointees by Los Angeles Mayor Tom Bradley. A resident of Winnetka, where she and her husband operate a motorcycle business, Richter has long been prominent in San Fernando Valley civic affairs, including the Associated Chambers of Commerce, which she served as president in 1975.

She served as president of the Winnetka Chamber of Commerce for four years and is a member of the San Fernando Valley Board of Realtors, acting as an officer of that organization for eight years.

In the field of transportation, Richter was a charter member and the first chairman of the Mayor's Valley Transportation Advisory Committee in 1972. Since 1974 she has been a member of the Citizens Advisory Committee on Rapid Transit.



MARVIN L. HOLEN



RUTH RICHTER

Pre-trip inspections save time, money, frustration

No self-respecting pilot would take off in an airplane without first performing a thorough pre-flight inspection of the craft. It's just not safe. Minor oversights on the ground have cost the lives of many pilots and passengers in the air.

For a bus operator, performing a thorough pre-trip inspection of your vehicle can be a "lifesaver" in terms of service delays saved, road calls avoided, accidents prevented and customer aggravation eliminated.

A District-wide effort is currently underway to attempt to reduce the number of roadcalls by having operators check for those minor inconveniences that can lead to a bus being forced to shutdown in the middle of a run or create a safety hazard before they leave the division yard.

At RTD operating Division 1 they have begun a program of commending those operators who consistently perform an accurate and complete pre-trip inspection, and complete pre-trip inspection. Division 1 instructors Glenn Fowler and Larry Mitchell recently cited the efforts of operator Richard D. Serrano so leadway accompanied Serrano, who has been with the District

four years, on one of his inspections.

It starts from the time Serrano first approaches the bus he has been assigned to drive. He observes the position of the wheels for when he eventually pulls out, notes the position of the signs for proper setting and visually inspects the outside of the bus for damage, checking the tires as he goes.

Inside the bus, the operator starts the engine to build to the proper air pressure and warm the engine. He then checks that the door handle is in the neutral position and the master control is operational.

Serrano then sets the head sign to "Not in service" and sets the bus run number, line number and short and side signs. An inspection of the bus interior follows, paying particular attention for any damage (such as broken glass) that could pose a safety hazard to passengers.

After checking to see if the buzzer works, Serrano inspects all gauges and checks the lights—including turning on the hazard warning signals and checking them front and rear, engaging the rear door to check the brake lights and checking the left and right turn signals.

After checking the headlights and windshield wipers and horn, Serrano makes sure front and rear doors are operating properly, paying particular attention to the rear door brake interlock to see that it releases properly.

Serrano then adjusts the operator's seat, adjusts all mirrors and then inspects the fire extinguisher's color code gauge (green indicates full) and checks its mounting bracket to see that it is secure.

If the bus he is operating is so equipped, Serrano sets the radio to the proper channel.

The last thing the operator does before pulling out of the yard—but one of the most important—is to make sure the brakes work.



RESULTS — During the course of his pre-trip inspection, operator Serrano discovers a broken marker light.

How much is my pension?

By ED PAULL
Pension & Benefits Administrator

"How much is my pension?" I have been asked that question thousands of times and there just is no quick and easy answer. Each individual's pension is different from every other employee's pension.

The different factors that make up a pension include:

1. Your continuous years of service with the District. 2. Your age at retirement. 3. Your highest three years average earnings (as described in your pension booklet). 4. Your spouse's birthdate. 5. The type of option selected by you.

For example, assume a 65-year-old male retires and he has a 63-year-old wife. The three-year average earnings of the employee was \$1,500 per month (\$18,000 per year), and he retires with 30 years of service. This retiree may choose any one of the following options, which are described in your pension booklet:

- Life Annuity — at \$776.27 per month.
- Joint and Full Survivor — at \$589.27 per month.
- Joint and One-half Survivor — at \$669.92 per month.
- 60 month certain — at \$755.76 per month.
- 120 month certain — at \$705.12 per month.
- 180 month certain — at \$643.16 per month.

In addition to the above, Social Security provides a benefit of about \$490 per month (age 65). The pension booklet that each of you have describes in detail how you could calculate your own pension benefit.

If you are within one year of your retirement and would like me to calculate an estimated benefit, please feel free to call me at 972-6165. If you are within three months of your selected retirement date, please call me to schedule an appointment to complete your retirement application.



Recognizing the divisions with the best safe performance records in the maintenance and transportation departments for the fourth quarter, Director Gerald Leonard (left) presents plaques to Division 6 Maintenance Manager Glenn Powell and Division 12 Transportation Manager Ralph Costello as Safety Specialist John Brewer (right) looks on. Division 6 employees worked more than 16,000 hours without a lost time or first aid injury. Division 12 increased its accident span from 26,000 to 31,000 miles — a 19 per cent improvement.

Safety
firsts

District salutes longevity



District Secretary Richard Kissick gets 40-year pin from Paula Salido, Administrative Secretary.

For the fourth consecutive year, the Southern California Rapid Transit District saluted its long-term employees with the Annual Employees Service Awards Presentation held March 14 and 15 in the Board Room at District headquarters.

Honoring those employees who have reached the milestones of 10, 15, 20, 25, 30, 35 or 40 years of service, this year's award presentation saw a total 388 employees honored for a total accumulation of 6,370 years of service to the RTD and its predecessor agencies.

In a nearly hour-long address to the assembled employees, General Manager Jack Gilstrap thanked them for their devotion to their jobs and gave them a brief rundown on the District's immediate plans and problems. Following that, Gilstrap opened the session up for questions from the audience, which was comprised predominantly of operators and mechanics, allowing them to air their comments and complaints in an informal rap session.



25 YEARS — (Front row, l-r) Joseph Reeves, Jr., Gerald Woods, Virginia Fees, B.A. Burrola, Victor Garcia, (second row) Harry Zipper, Oscar Carlson, Allan Styffe, Charles Breene, Abraham Griffeth, (back row) Charles Pedersen, John Shea, Joseph Gay.



15 YEARS — (Front row, l-r) John Micklos, Jesse Cortez, Burvin Lindsey, Robert Lisenby, John Falbo, Carl Motley, (second row) James Dailey, Ancel Rodgers, Peggy Taylor, Virginia Meyers, Jean Unger, Anita Allen, (back row) Raymond Hassen, Arthur Thomas, Maru Floyd, Horace Hodges, Clarence Andrews.



15 YEARS — (Front row, l-r) Orville Hatfield, Pat Coble, Edmund Thompson, K.V. Scott, Frankie Contreras, Marvin Crook, Jr., (second row) Columbus Burnette, Barbara Evens, Jack Hall, Gilbert Bailey, Savannah Bowers, Benjamin Boone, Jr., (back row) Charley Williams, Richard Small, Orville McRiley, Ralph Manchaca, Jr., Oscar Coleman.



10 YEARS — (Front row, l-r) George Wheaton, Theartis Blue, Jesus Tiscareno, Johnny Smith, Bobby Taylor, (second row) Milton Jackson, James Dunlap, Johnny Grayson, Thomas Duncan, Jr., Freeman Owens, (back row) Joseph Rubin, M. Jason, Sam Wilson, Horace Johnson, Richard Croston, Edward Townsend.



10 YEARS — (Front row, l-r) Juan Casteel, Shirley Stewart, Janet Clark, Patricia Loftus, Rose-Marie Cendejas, Clifton Huckaby, (second row) Clincy Harris, Freddie Magee, Louis Peralta, Floyd Shaw, James Willis, Sam Olivito, Jr., (back row) Alfonso Moore, Eddie Fentroy, Daniel Ruiz, Vaclav Barta, Charles Egardo, Wallace Moore.



35 YEARS — (Left to right) C.J. Holzer, Howard Moser, H.C. Colberg, Jr., Joseph LaFond.



35 YEARS—(Left to right) L.H. Birkner (pin for 30 years), Ray Cross, E.A. Meyer, Myron Pruett, Marie Gaziukevicz.



25 YEARS — (Front row, l-r) Delmar Gould, Charles Foxworth, Frank Wright, Steve Hearn, Jr., Carlos Holguin, (back row) Leo Manclow, Roy Denmark, Chester Brenner, Gordon Stoute, John Wandler.



30 YEARS — (Front row l-r) Frank Summer, Jean Betty Johnston, Oren Wellmerling, Harold McMahon, (back row) Geoff L. Diehl, Jr., George "Rocky" Stone.



20 YEARS — (Front row, l-r) Robert Bustos, Manuel Montes, N.C. Click, R.A. Gutierrez, Gene McRiley, Wesley McCarns, (second row) Ronald Harsche, Leonard Finn, John Paul Love, Alfred Howe, Grant Copenhaver, William Hicks, (back row) Thomas Copeland, E.J. Freeman, Alfredo Miranda, Jr., Russell Sampson, Bob Holland, T. Holmes.



20 YEARS — (Front row, l-r) Louis Walker, David Galvez, Raul Rodriguez, Isidore Legras, Eugene Smith, Alvin Smith, (second row) William Teem, Richard Webster, J.T. DeLeon, Lewis Willis, Bruce Ranch, Thomas Allen, (back row) M.D. Thompson, Willie Phipps, Murray Peques, Clinton Shelton.



10 YEARS — (Front row, l-r) Milton Saa, Dee Zeller, Robert Kramer, John Bales, Alton Williams, J.W. Bass, (second row) John Phelps, Eugene Ransom, W.J. Franklin, Richard Harris, (back row) McKellar, John Frank, Curtis Wyrick, Jessie Tolbert.



10 YEARS — (Front row, l-r) Charles Sailor, Richard Jackson, Sherri Gray, C. Rodriguez, Leon Solmo, James McCain, (second row) Charles Essex, Donald Cleveland, Everett Lewis, O.D. Doss, Lloyd Bluford, Jr., (back row) Jerry King, John Williams, Jr., Billy Costley, Ennis Finley.

Schedule changes

Moving up

Name	Div./ Dept. Classification	Date
Adams, Arthur L.	3205 Operator to Op. X. Supv. V.O.	2-18-79
Baker, Patricia	5050 Info. Clerk to Info. Tkt. Clk.	2-11-79
Bigno, Alejandro	3302 Elec. Comm. Tech. to Elec. Comm. Tech. Ldmn.	2-19-79
Bojorquez, Diane	4416 Info. Clerk to Ticket Clerk	1-28-79
Brissey, Thomas	3201 Operator to Op. X. Supv. V.O.	2-18-79
Brown, Joseph P.	3206 Operator to Op. X. Supv. V.O.	2-18-79
Brown, Qyetta	3207 Opr. Trainee to Operator	2-17-79
Buchanan, Winston	3302 Utility "A" to Mechanic "C"	1-26-79
Bustle, Sara L.	7100 Accts. Clk. to Jr. Invoice Clk.	2-12-79
Clifford, Richard	3302 Elec. Comm. Tech. to Sys. Elec. Comm. Tech.	2-18-79
Coble, Patricia A.	3299 Staff Asst. II to Sr. Staff Asst.	1-29-79
Fields, Ethel M.	3215 Operator to Op. X. Supv. V.O.	2-18-79

Galongo, Linda M.	3399 Typist-Clerk to Gen. Clk. I	1-15-79
Garcia, Jose R.	7300 Jr. Stk. Clk. to Stk. Clk.	2-18-79
Gupta, Anand K.	7200 Supvg. Anal. to Actg. Supvg. Sys. Anal.	12-01-78
Hamerly, Daryl	3302 Utility "A" to Mech. "C"	1-26-79
Hawkins, Gerald	3302 Shppg. Clk. to Stk. Shp. Clk. T.D.	2-18-79
Hemingway, Willie	3110 Mopper-Waxer to Lead Mopper-Waxer	1-22-79
Hernandez, Ernest	3202 Opr. Trainee to Operator	2-16-79
Higgins, Eugene W.	3302 Elec. Comm. Tech. to Sys. Elec. Comm. Tech.	2-18-79
Howard, Jr., John	7300 Stk. Clk. to Shppg. Clk.	2-14-79
Hughes, Santos	4480 Info. Clerk to Ticket Clk.	1-28-79
Hudec, Phillip	7300 Jr. Stk. Clk. to Stk. Clk.	2-14-79
Kelley, Alvin	4600 Print Shp. Clk. to Mileage Cal.	2-01-79
Lightner, Steven	3315 Utility "A" to Mech. "C"	1-26-79
Martinez, Jr., M.	7300 Stk. Clk. to Tr. Drvr. Clk.	2-14-79
Mathews, John F.	3213 Operator to Op. X. Supv. V.O.	2-18-79
Mitchell, Claude	3307 Mech. "B" to Mech. "B" Ldmn.	1-23-79
Molinar, Jose	3315 Utility "A" to Mech. "C"	1-26-79
Nishimura, Yemiko	7100 Payroll Clerk to Spvsng. Control Clerk	2-18-79
Orr, Patrick	3308 Equip. Maint. Supv. I to Equip. Maint. Supv. II	1-28-79
Ponte, Hugo	3334 Utility "A" to Laborer "A"	2-18-79
Rico, JoAnn	6200 Secretary II (temp) to Secretary II	2-05-79
Rodriguez, Jr., Raul	3302 Mech. "A" to Mech. Rd. Supv.	1-28-79
Schuster, Zachary	3202 Opr. Trainee to Operator	2-16-79
Seamans, Richard	3302 Utility "A" to Mech. "C"	1-26-79
Steenbock, Orville	3302 Utility "A" to Mech. "A"	1-26-79
Walker, Frances	3399 Gen. Clk. I to Maint. Manpower Coord. (Temp.)	1-15-79
Wallace, Kenneth	7300 Info. Clerk to Tr. Dvr. Clk.	1-28-79
Whirlledge, Janis F.	3099 Planning Anal. to Oper. Anal.	1-29-79



OUTSTANDING—Director David K. Hayward (left) presented certificates to Employees of the Month Thurman Green, Debora Thomas and J.P. "Pat" Jarman. Taking part were (second row, left to right) Division 5 Transportation Manager Ernie Giaquinto, Manager of Customer Relations Bob Williams and Division 7 Maintenance Manager Don Waite.

Career success saluted

They say that the world is comprised of two types of people: Those willing to work and those willing to let them. Several years ago the District's Board of Directors established a program to honor those employees who were willing to work and last month three more names were added to the honor roll.

Debora Thomas was selected January Telephone Information Operator of the Month for the efficiency she has displayed in answering requests for information. Since joining the District last April, Debora's excellent attendance record, the accuracy of her information and her patient and courteous manner have earned her praise from her supervisors as well as commendations from the customers she assists. Debora has already compiled a thick stack of commendation letters from customers, typically lauding her for the pleasant, competent and precise way she provides the information that enables them to utilize District services.

Honored as January Operator of the Month was Division 5's Thurman Adolphus Green, who has been with the District since 1972. In that time he has not had an avoidable accident, has earned a five-year safety award, and has had no absences or mis-souts in the last three years. Thurman believes that it is the operator who determines and controls the actions of his passengers. If the operator has a pleasant attitude, Green explains, then the passengers will respond in the same manner. While he enjoys driving a bus, Thurman hopes to eventually get out of the driver's seat and move up in the company. He is presently attending college to improve his chances in this regard. Married and the father of four children, Thurman still finds time for his hobbies of woodcraft, chess and fishing.

Selected as the Maintenance Employee of the Month was Division 7's J. P. "Pat" Jarman. In his more than 12 years with the District, Pat has worked his way up from Mechanic-C to a Mechanic-A Leadman. Dedicated to his work, Pat arrives early each day to take care of his responsibilities and to organize the workload of the day. He does not leave until all his duties are completed or directed to the next shift. Pat's expertise of coach construction and knowledge of coach repair keep Division 7's rolling stock on the road as much as possible. Pat also coordinates accident repairs at the division and expedites the proper forms and records. As the father of four young sons, Pat is not only required to repair and assemble toys and soothe scraped knees, he must keep up with Little League baseball, football and soccer seasons.

Shifting gears

Name	Div./ Dept. Classification	Hired	Retired
Clark, Lester A.	3309 Mopper/Waxer	1-04-46	2-01-79
Ferguson, Gerald A.	3203 Operator	8-05-46	2-07-79
Foxworth, Charles A.	3215 Operator	11-05-53	2-24-79
Gibson, Agnes	7000 Supvsg. Control Clerk	8-11-47	2-01-79
Hyman, Jack Irving	3314 Mechanic "A"	9-25-58	1-25-79
Jackson, Harold	3215 Operator	6-23-47	2-10-79
Jordan, John C.	3208 Operator	8-05-47	2-15-79
Miller, George A.	3206 Operator	11-06-45	2-06-79
Romo, Salvador A.	3301 Mechanic "A"	5-25-44	1-26-79
Wick, Robert G.	3399 Asst. Superintendent Maint. & Equip.	7-17-40	2-07-79

In memoriam

Name	Div./ Dept. Classification	deceased
Becker, William	3212 Former Operator retired 5-1-75	2-07-79
Carson, William	3314 Former Mechanic "A" retired 6-01-79	1-04-79
Daniels, DeArcy	3205 Former Operator retired 6-1-68	1-24-79
Henley, Phillip	3299 Former Supervisor Retired 6-01-68	2-03-79
Huft, Philip	3202 Former Operator Retired 6-01-65	2-19-79
McCullum, Carl D.	3208 Former Operator Retired 3-9-57	1-29-79
Rumsey, William	3209 Former Operator Retired 3-1-66	2-03-79
Stovall, John H.	3202 Former Operator	2-18-79
Vidano, Frank	3202 Former Operator retired 12-1-54	2-19-79
Wright, Jr., Miles Edwin	2000 Former Manager of Operations retired 11-1-67	2-07-79



Retiree recognition

Director Jay Price presented commemorative plaques to District personnel who retired in March as part of the Board's ongoing program of retiree recognition. Pictured here are (front row, left to right) Price, William J. Foster, Cecil C. Ray, Edward H. Martin, (back row) Antonio M. Nunes, Barney Pasternak, George R. Loveday and Russell D. Frazelle. Unable to attend the ceremony at headquarters were Frank L. Mauldin and Kenneth W. Webster.

RECREATION NEWS

Universal Studios, Disneyland headline spring flings

Spring has sprung and brought with it a package of family fun days from which to choose.

District employees can take their choice of weekend days (April 7-8 or 21-22) to tour Universal Studios at a special discount price of \$5.25 per person. Children under five are free. Tickets are good for any of these four days.

Sunday, May 20, brings Disneyland early this season. This 4 p.m. to Midnight adventure includes unlimited use of rides and attractions for only \$5.50 for RTD employees and their family. Guests are \$6.

An RTD Father's Day weekend event is planned for June 16-17 when we will once again invade Knott's Berry Farm. The \$5 per person price gives you unlimited use of all ticketed rides and attractions from 10 a.m. to 10 p.m.

It's still not too late to enter the Spring Golf Tournament set for April 28 at Ontario National Golf Course. The \$10 entry fee covers green fees and prizes. Golf carts are available, also.

On Saturday morning, May 5,

the Amtrak train carrying RTD employees and families to San Diego for the Zoo Excursion will leave Union Station at 8:30 a.m. sharp. The return train departs from San Diego at 4:30 p.m. and arrives back in Los Angeles at 7 p.m.

A substantial discount off the regular prices has been arranged by the Recreation Department, at \$21 per adult and \$10 per child under 12 years of age. These prices include Amtrak fare, transportation to and from the zoo and admission to the zoo and wild animal park.

Another trip to San Diego is planned for June, this time to the "Kool Jazz Festival." You provide the transportation and the Rec Department provides the rooms and tickets for the concerts, set for June 8-9. All performances for the concerts are not final at this time, but Teddy Pendergrass, Chic and Natalie Cole are definite. Our package includes \$11 tickets to the concert, and two nights at the Seven Seas Lodge, including baggage handling, for \$63 per person based on double occupancy. The price is \$93 single, \$53 triple and \$46 quadruple.

Tickets are now available for the Day at the Races, Hollywood Park, on Sunday, April 22. An \$8 Turf Club ticket, which includes a drink, will be your key to a day of enjoyment at the races.

For those of you seeking a little action over the Memorial Day Weekend, how about Las Vegas. Three nights at the Rainbow Vegas Hotel from May 25-28 will cost \$68 per person based on double occupancy, \$104 for single, \$56 for triple. Reservations are limited so plan early.

For the nature lovers, the announced trip to Sequoia is set for July 13-14. The bus will leave El Monte Station at 9 a.m. on the 13th and return Sunday. For \$56 per person (based on double occupancy) you will receive chartered bus transportation, hotel accommodations at the Giant Forest Lodge, all-day tour of Sequoia National Park and Kings Canyon, and all baggage handling, gratuities and tax. A \$20 per person deposit is due by April 20 to hold your reservation.

For reservation and ticket information on any of these events

and excursions, call Betty in the Recreation Department, extension 6580.

Go fly a kite! ... carefully

It's that time of year again. Brisk winds, cloud-studded skies and warm spring weather herald the start of another kite flying season.

If you or your children do fly kites, the RTD Safety Department, in conjunction with the Department of Water and Power, suggests the following four basic rules of safe kite flying:

1. Avoid flying kites near electric lines;
2. Never use metallic string, wire or any metal parts when making or flying a kite;
3. A wet string should never be used in flying kites;
4. If a kite gets caught in electric lines, do not try to free it. Call the DWP and a lineman will take it down.

The numbers to call are: in the Central Los Angeles area, 481-4211; in the San Fernando Valley, 785-8393; in the West Los Angeles area, 479-4286; and in the Harbor District, 835-0246.

MAKING HEADWAY

His work in the scheduling department has made William R. Kreski particularly interested in how long it takes to get from one point to another. That's why he was especially pleased when he clocked a time of 3 hours, 45 minutes for the recent Culver City Marathon. It was the first time Kreski had run such a race. Marathons measure 26.2 miles and William averaged about 8½ minutes per mile. Just to finish a 26-mile long race is quite an accomplishment!

The engineers and architects in Bus Facilities have been "working overtime" in a manner of speaking and, as a result, their families continue to grow. In the past 18 months alone, there have been five new additions to the families of Bus Facilities employees.

Engineer John Joyce and his wife Peggy welcomed a baby boy, Matthew James, on October 4, 1977. Warren and Julie Fu, he's an engineer also, were the recipient of a baby girl on December 9, 1977. Last October 30, architect Don Shintani and his wife Agnes celebrated the arrival of their baby boy, Todd Lance. On January 13 of this year assistant architect Surin Chetnakarnkul and his wife, Sommart, celebrated the arrival of their little girl, Linda. And last, but certainly not least, engineering technician Lawrence Hoccom and his wife Veronica welcomed their little boy, Michael David, on January 30.

But those in Bus Facilities

are not the only ones who know how to make babies. Division 5 operator Melvin Jones, Jr. and his wife, Patricia, welcomed their child, a 6 pound, 5 ounce girl they will call Amber Patrice. Amber made her debut on February 3, joining nine-year old sister Donyale and 14-month-old brother Melvin III.

Elsewhere, Division 8 operator Joe Pryce and his wife, Karen, were pleased to announce the birth of their second daughter, Sarah Gail, on November 27, 1978. She weighed in at 10 pounds, 8 ounces and was 22 inches long. She joins sister Becky, now two years old. Like Becky, who weighed 11 pounds, four ounces, Sarah Gail was the biggest baby in the nursery. Joe's comment: "Well, mom, you did it again!"

Division 9 operator Ernest L. Pasini and his wife, Brenda, welcomed their first child, Christopher Michael, on February 2. Entering the world at 9 pounds, 3 ounces and stretching to 20 inches in length, Christopher becomes the first grandchild on his mother's side of the family.

Derrick Wayne, an operator working out of Division 1, announced that he and Doris Humphries were married in Las Vegas on January 13.

Dino Silvestre, a Division 15 operator, proved that you're never too old to learn by making the Dean's List at both West Los Angeles College and Los

Angeles Valley College. For the fall semester, Dino earned a 3.0 grade point average (out of a possible 4.0) at WLAC and earned at 3.7 GPA at Valley. When he's not studying or driving a bus, Dino occupies his time jogging, bicycling and singing.

Division 3 operator Denver Lee Bush and his wife, Mary-lu, had their first child, a boy, promptly named Logan Patrick

Bush IV. Little Logan clocked in at precisely 3:38 p.m. on February 11, weighing in at 7 pounds, 6 ounces and measuring 20½ inches in length.

The Roman numerals were out in force in February as Division 9's John Joseph Flechas, Jr. dubbed his son, born February 14, John Joseph Flechas III. John III joins three-year-old sister Tania and weighed an even 6 pounds at birth. He was 19 inches long.



Graduation day

Like any graduation day, everyone was all smiles upon completion of the Effective Business Communications Class, conducted recently by the Districts Employee Development and Training Department. Receiving their certificates of completion from instructor Dr. John Gould of the University of Southern California were (seated, left to right) Edith Goff, Marinda O'neal, Nina Capoccia, Barbara Swaine, Monica Ingram, JoAnn Rico, (standing, left to right), Darlene Velasco, Billie Orth, Bernie Howard, Ruth Manus, Doris Dozier, Dorothy Lopez, Marian Sanders, Betty Sconce, Paula Salido and Gould.

ONE MILLION MILES?

6599 just keeps rollin', and rollin', and...

There has been much discussion of late about the RTD's aging fleet. The average age of the District's 2,600 buses is 12 years, the oldest in the country and much too old for efficient and dependable operation.

And that brings us to the question, which is the oldest bus in the fleet still in operation?

That distinction, it turns out, belongs to bus 6599, which still serves a daily run out of Division 7 in West Los Angeles.

Built in 1951, bus 6599 is now 28 years old. That may not sound like much, but think of it in terms of your family car. If you were driving a 28-year-old car it would either be a classic or a clunker... and no one is calling the District's buses classics. It is a tribute to the District's mechanics and maintenance personnel that 6599 looks as good as it does.

Division 7 Maintenance Manager Don Waite said it would be hard to determine the actual mileage on 6599 since we bought the bus second-hand from



FATHER AND SON — The oldest bus in the fleet (6599) poses for a photo with the newest (9207). Both vehicles work at Division 7 under the guidance of Gus Lopez (left) and Don Waite.

another transit property. However, he estimates the mileage to be well over one million miles, possibly as high as 1.5 million.

Ironically, Division 7 is also the home of the newest member of the District's fleet — the articulated bus. These bendable buses have recently had their

service area expanded from Wilshire Boulevard (Line 83) to include Sunset and Hollywood Boulevards (Line 91), among the busiest lines in the District.

DISPLAY RTD OPERATIONS

District officials host Russian transit delegation

General Manager Jack Gilstrap and other Southern California Rapid Transit District officials recently were host to a four-member delegation from the Soviet Union as part of a technical and professional exchange program.

The delegation, which was given a detailed orientation and

tour of RTD in addition to a visit to the State capitol during their two-day stay in California, was made up of V.A. Zhitkov, economic engineer in Kiev; V.L. Alekseyev, Administrative Chief Moscow Auto Transport; E.I. Razumeyev, Moscow Planning Commission; and A.V. Volokitin, Department Chief USSR State Committee for

Science and Technology.

According to Gilstrap, while in Sacramento the delegation met with Governor Jerry Brown and leadership from both State Houses, including Senate President Pro-Tempore James Mills, Assembly Rules Chairman Louis Pappan (Daly City), Assembly

Transportation Committee Chairman Walter Ingalls (Riverside), Assemblyman Frank Vicencia (Bellflower-Compton), Chairman of the Assembly Governmental Organizations Committee, and many high-ranking staff members.

The visit from the Soviet delegation marked the second time since 1976 that the RTD has played host to a group from the Soviet Union as part of a reciprocal series of technical and professional exchange programs between the United States and the Soviet Union.

"I have had the pleasure of participating in one of these programs over the past two years," said Gilstrap, who was part of a seven-member United States delegation which spent three weeks in January of 1977 touring four Russian cities.

"The subject of our project has been the application of management information systems and computers to the management of large cities with emphasis on urban planning, public transportation, goods distribution and housing development," Gilstrap explained.

The recent tour was funded by a National Science Foundation Grant to the Center for Government Studies of Columbia University, under the US-USSR Program on the Application of Computers to the Management of Large Cities.



ORIENTATION—Taking part in tour of District facilities for a delegation from the Soviet Union were (left to right) interpreter Walter Stublets, delegate V.L. Alekseyev, Manager of Operations Sam Black, interpreter Fay Greenbaum, John Kaiser of Columbia

University, Controller-Treasurer Joe Scatchard, head of the Soviet delegation E.I. Razumeyev, delegate V.A. Zhitkov, General Manager Jack Gilstrap and delegate A.V. Volokitin.

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

Southern California Rapid Transit District
425 So. Main St., 6th Floor, Los Angeles, CA 90013

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