

Moratorium puts District buses back on the street

RTD buses, operators, mechanics and clerks returned to the task of providing public transportation to residents of Southern California after a work stoppage that was neither the longest (68 days in 1974) nor shortest (six days in 1972) in the District's history.

What was unique was that the buses rolled out of the yards after mechanics voted for a strike moratorium. The moratorium was suggested by state and local political leaders as a temporary solution to an impasse that had been reached between District negotiators and

leaders of the Amalgamated Transit Union, which represents RTD's 1200 mechanics.

The District's negotiating team, headed by Manager of Employee Relations John S. Wilkens, literally met around the clock at times with representatives from the United Transportation Union (UTU), which represents the District's 5,000 bus drivers, and the Brotherhood of Railway and Airline Clerks (BRAC), the union representing RTD's 485 clerical employees, to iron out new contract agreements.

The settlements will provide Dis-

trict operators and clerks approximately a 24 per cent salary increase over the term of the contract. The net cost to the District will be in the neighborhood of an additional \$60 million.

The RTD Board of Directors, which ratified the agreements, will hold a public hearing on Saturday, October 20, to consider a proposed fare increase to meet the new expenses.

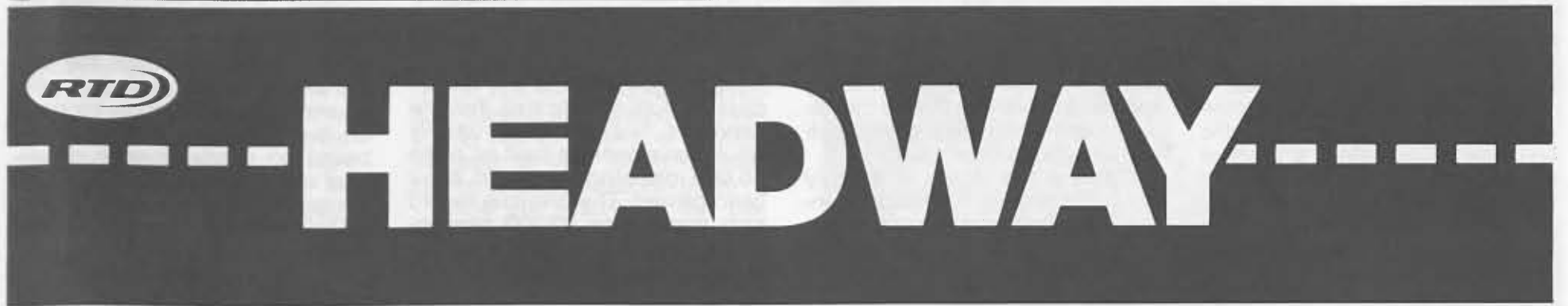
Under the terms of the new settlements, the District will be able to hire up to 10 per cent of its operators on a part-time basis, reduce

unwarranted absenteeism, restructure the wage rates of positions for new clerks while protecting the salaries of present clerks and, as a result, offer a considerable future savings to the taxpayer.

While RTD buses were not rolling during the last week in August and for most of September, there was still plenty of activity and no shortage of work for the District's more than 700 non-contract employees during that time.

A few days after union leaders ordered their members off the job, **(Please turn to Page 3)**

Southern California Rapid Transit District



Volume 6, Number 10

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P.O.S.T. GRADUATES

Agents become RTD's first Peace Officers

RTD Special Agents Ray Thomas and Nick Cayafas recently accomplished a first. The pair became the first District security department personnel to complete a rigorous police recruit training class.

Completion of the physically demanding course marked not only a

personal milestone for the two, it signaled the beginning of the final phase in the long-awaited upgrading of the District's security officers to Peace Officer status.

As you are reading this, at least a half-dozen District Special Agents and Security Guards are participating in the grueling, 15-

week Peace Officer Standards and Training (POST) course at Rio Hondo College's Administration of Justice Center. The course is 608 hours of instruction on everything from subduing a suspect to filling out the proper paperwork.

It is not an easy course for the individuals involved. But then it has not been an easy course for the District to follow since the Board of Directors elected to seek peace officer status for the security department three years ago.

According to Director of Security Jim Burgess, there are presently 47 employees and four supervisors in the department. In addition, the board has authorized several new positions. About half of the department's personnel are currently classified as Security Guards and are generally assigned to stationary positions such as the headquarters building, the El Monte and RTD/Greyhound bus stations or cash counting.

The other half are classified Special Agents assigned to mobile units in the field and responding to problems that arise on a bus or to back up the Security Guards.

While all present members of the department will have to pass the POST training, new hires will have an even rougher time of it.

Burgess said the District will attempt to attract individuals who have already completed the peace officer training or who have worked for police departments, but added that the recruiting of new employees without this training will be a long and demanding process with a high mortality rate.

New applicants must pass a written exam and an oral interview to qualify for an interview with the department head. Then there is a psychological evaluation, a physical exam and a thorough investigation of the applicant's background.

If all of this checks out, then the applicant is admitted to the POST course. In addition to paying the cost of the course, the District pays the trainee a salary. Unlike most employees who have three or six-month probationary periods, new

security officers will be on a one-year probationary period with the **(Please turn to Page 6)**

Let's all get back together

The Third Annual RTD Employee Picnic has taken on a new significance as an opportunity for all of us to get back together, according to Employee Activities Coordinator Diane Delaney.

"To make it easier for District employees, retirees and their immediate family members to get together for this day of food and fun we've arranged to lower the price for tickets," Delaney said.

Ticket prices are now \$2 for adults, and \$1 for children five through 10 years of age. Children under five are free. No tickets will be sold at the park. The picnic is scheduled for Sunday, October 7, from 10 a.m. to 4:30 p.m. at Soledad Sands Park in Acton.

The reduction in the ticket price will mean a change in the picnic menu, Delaney explained, but added, "the policy will still be all you can eat."

In addition, a live band that plays everything from Country Western to Rhythm and Blues will be on hand.

To order tickets, send a check payable to RTD to the Recreation Department and indicate how many adult and children's tickets you want. Also, if you plan to take advantage of the free bus transportation available from most of the divisions, please indicate which division you will leave from so enough buses can be arranged.

Send ticket orders to Recreation Department, Location 32 (425 S. Main Street, Los Angeles, CA 90013).



STATUS — Director of Security Jim Burgess (seated) now has two newly-qualified peace officers on his staff. Nick Cayafas (left) and Ray Thomas are RTD's first police recruit training course graduates.

CITY COUNCIL REQUEST

District suspends Airport Express operations

At the request of the Los Angeles City Council, the Southern California Rapid Transit District has suspended its nearly three-year-old Airport Express service, clearing the way for a private carrier to take over the service.

The Anaheim-based Airport Service, which already provides express bus service between Los Angeles International Airport and Pasadena, Long Beach and points in Orange County, began service between LAX and hotels in the downtown L.A., Hollywood, Universal City, West Los Angeles, Wilshire District and Beverly Hills areas previously served by the District on Sunday, August 26.

Suspension of Airport Express operations will free some 14 Traffic Loaders, 61 operators and about 22 interurban buses, according to Bill Bennett, Supervisor of Passenger Services and Facilities.

Bennett, who had been involved with Airport Express since the

program's inception in December of 1976, said the Traffic Loaders will be returned to the District's busier bus stops in the Central City area, while the operators will be absorbed into the system via a bump.

As for the buses, they will be pressed into service on the District's longhaul interurban lines, enabling some older vehicles to be retired. The interurban buses differ from the standard coach in that they have manual transmissions, no rear passenger door, higher floors to accommodate luggage compartments under the floor and high back seats. Those with the distinctive Airport Express lettering and paint scheme will have the lettering removed before going back into service, Bennett said.

It was at the urging of the City Council that RTD first became involved with the airport service, stepping in to fill the void created when AirporTransit, Inc., a subsidi-

ary of the Yellow Cab Company, was forced to suspend its operations on December 1, 1976, when they were unable to obtain the required liability insurance.

Originally intended merely as a stop-gap measure, the service provided by the District gradually developed into one of RTD's more cost-effective operations, Bennett explained.

"From the time it began on December 2, 1976, until its suspension on August 26 of this year, Airport Express service carried more than two million passengers," Bennett said. "2,074,485 to be exact."

Ironically, figures for the first 21 days of August indicated that the service's final month probably would have been its best as some 86,000 passengers would have been carried. The previous record high month was 82,000 passengers in May of this year, during the height of the gasoline shortage.

Bennett said that Airport Express met 87 per cent of its full costs as compared to the District average of 45 per cent.

The growth of the Airport Express operation can best be seen in the monthly revenue figures. In its inaugural month of operation, the service collected about \$87,000. In August of last year that figure had skyrocketed to more than \$295,000. Figures for the first part of August of this year were running at a rate that would have exceeded \$300,000.

About the only problem to consistently plague the operation was a running battle between the District and airport authorities over the payment of fees normally imposed on such carriers. The fees are based on yearly revenue generated at the airport and start at 12.5 per cent of the first \$500,000.

District management steadfastly maintained that one public agency (the airport authority) should not levy a tax on another public agency (RTD).

In suspending its operations at the airport, the District entered into an agreement with Airport Service that includes a clause that would allow RTD to resume its Airport Express if service to the airport should fall "below existing and acceptable standards."

Airport Express provided service on four lines to more than 39 Southland hotels. Line 776 served downtown, the Convention Center and the Wilshire District. Line 777 covered Hollywood and Universal City. Line 779 ran between LAX and Beverly Hills, Westwood and Century City, while line 782 extended into San Gabriel Valley and the Inland Empire.

Some 22 locations previously served by RTD's Airport Express will no longer be served by Airport Service.



EX-EXPRESS — Interurban buses, like number 3000 pictured here, formerly used on the District's Airport Express service, will be utilized on RTD's

longer hauls. The District currently operates some 39 interurban buses. At least 22 of those were used for the Airport Express runs.

Trip to cattle ranch highlights recreation news

A reprise of a smash Broadway musical, a journey to the Land of the Great, White-knucklers and a visit to a working cattle ranch. October's recreation calendar may be small, but it is certainly packed with variety.

On Saturday and Sunday, October 20 and 21, it will be RTD Family Days at Magic Mountain in Valencia. District employees and retirees and their families and friends can take advantage of either weekend day for the low price of \$4.50 for employees and retirees and \$5.50 for your guests.

Sunday, October 28, is the day to see "A Chorus Line" at the Pantages Theatre. \$17 tickets to the 7:30 p.m. show are available through the Recreation Department for only \$16.

And, if you want to experience the Old West's heritage at its best where you are a participant and not a spectator, you might want to sign up as soon as possible for the visit to Quarter Moon Ranch.

All of these activities are included in the \$22.50 adult charge. Children four through 10 are \$18.50 and children under four are free.

New Employee Cafeteria manager plans to provide greater variety in daily menu

George Campbell has been appointed Manager of the RTD Employee's Cafeteria by The Moveable Feast, the company that contracts with the District to operate the third floor facility at 425 South Main.

Campbell, 40, brings more than 27 years of experience to the position and has already instituted several improvements in cafeteria service ranging from a wider selection of fresh fruits to an early morning breakfast menu. Breakfast offers bacon, sausage, ham, eggs, hash browns, toast and jelly, English muffins and a selection of omelettes.

Campbell says he plans to offer greater variety in the cafeteria menu through the gradual introduction of new food items and rotation of the menu. The hours of operation will be from 7 a.m. to 3:30 p.m. Monday through Friday.

Campbell began his food service career at the age of 13 at Bob's Drive-in Restaurants. He worked his way up to cook and was with the company for 13 years. He owned his own restaurant, Jimmie's Coffee Shop, in the City of Commerce, before be-

coming chef and manager of Ron Peronoski's Stadium Club in San Fernando Valley.

Prior to joining Moveable Feast five months ago, the Valencia resident worked for a catering company that served the Motion Pic-

ture Industry and took Campbell from Florida to Mexico.

"We are pleased to have someone with George's experience and background to operate our cafeteria," says Anita Allen, General Services Manager.



OVER EASY — George Campbell (right), the new manager of the RTD Employee Cafeteria, has added early morning breakfast specialties to the menu.

Moratorium puts buses back in service again

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General Manager Jack Gilstrap held a series of three briefings designed to advise non-contract employees of the issues involved in the dispute, what progress was being made to resolve the dispute and more-or-less keep everyone informed as to what was going on "behind the headlines."

"You, more than anybody else, have a right to be kept informed about what is going on," Gilstrap had a standing room only crowd in the second floor Board Room of the Administration Building during the first briefing. He said it was difficult to get an accurate picture of what was happening from the news media, since papers and television news tended to concentrate on getting new angles daily.

Gilstrap also urged any employees who found themselves with a lightened workload as a result of the strike to volunteer to fill in where needed.

To this end, Operations General coordinated work assignment arrangements with the following results:

- Division transportation and maintenance managers covered their own divisions with assistance from two or three supervisors, assistant managers or whoever was available.

- The Transportation Department provided Road Supervisors, Instructors, Radio Dispatchers and Division Dispatchers for a number of tasks, including helping to patrol the divisions, answering the phones in the Telephone Information Center, distributing the mail, providing for building maintenance and covering the accounting and ticket offices.

- The Schedule Department took advantage of the hiatus to concentrate on timetable production for the 1980 Sector Improvement. They were aided by six transportation Instructors.

- Some 32 Transportation Department Instructors participated in four separate one-day seminars conducted by the Planning Department and designed to familiarize

the instructors with implementation plans and schedules for the 1980 Sector Improvement and other upcoming programs such as the Downtown People Mover.

- Work relating to payroll preparation proceeded in the Accounting Department and in Data Processing with the assistance of personnel from Scheduling and Computer Programming.

In an effort to aid the tens of thousands of District patrons who are totally dependent on public transportation to get around, a list of alternate transportation information was prepared and widely distributed free of charge. The list included alternate public, private and charter bus services that are available, carpool and vanpool information as well as a listing of services available to help senior citizens, the handicapped and the blind.

Since the majority of the District's non-contract employees working at headquarters also rely on public transit for their home to work commute, Operations General encouraged employees to form carpools. To this end, the following actions were taken:

- A computer listing of headquarters' employees by Zip Code was prepared to assist in carpool matching.

- A parking lottery was held to allocate a limited number of parking spaces in the headquarters building to carpools of three or more employees (downtown parking lots were bursting at the seams due to the increase of automobiles).

- Department heads were encouraged to the extent practical to allow employees in carpools some flexibility in hours necessary to form carpools.

- Employees who were assigned company cars were urged to make every effort to carpool with other District employees.

One industrious District employee even went so far as to charter a school bus and follow the route of his usual bus line, offering rides to stranded commuters. The beginning of school and a low ridership brought an end to that alternative, however.

Divisional managers have no problem finding solutions

There's an old saying that goes, "If you're not part of the solution, you're part of the problem."

RTD's transportation and maintenance managers got together recently in El Monte to brainstorm solutions to some of the District's more vexing problems.

The managers met with top supervisory personnel from operations and maintenance to discuss problems ranging from operators not using the radio channel assigned to the line they are working, to the backlog of frame repair work.

Judging from all accounts, the meeting was a success and several of the suggested solutions are in the process of being implemented, according to Operations Analyst Janis Whirlledge, who helped coordinate the session.

"I think everyone was very pleased with the meeting," Whirlledge said. "We'll probably have more meetings like this because of

the productive participation by everyone involved."

The meeting was conducted by having the managers and supervisors break into four groups with each group having a spokesman or moderator whose job it was to keep the discussion solution oriented. According to Whirlledge, the idea was to keep everyone concentrating on solutions as opposed to simply reiterating the problems or who was to blame for the problems.

As a result, tentative solutions were developed for some 30 different problems chronically faced by both maintenance and transportation departments.

For example, there has been a problem with the absence of essential personnel information at the divisions when a personnel folder is removed from the filing cabinet. J. J. McCullough, Transportation Manager at Division 18,

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Keeping busy

General Manager Jack Gilstrap (top) asked non-contract employees to work as hard as possible to overcome some of the disruptions caused by the 23-day work stoppage, so Programming Analyst William Cronin joined other members of Data Processing and the Schedule Department in carrying out vital keypunch operations. Meanwhile, several hundred idled busses jam the yard at Division 7 in West Los Angeles in a scene that was repeated at all District operating facilities. By comparison, the usually crowded parking lot at El Monte Station is virtually deserted except for a few Greyhound Bus passengers.



District photographers expose themselves

Citing a high degree of artistic skill and professionalism, a trio of judges has selected a photograph taken by Annelisa Madonis as the first place winner in the 1979 Headway Photo Contest. Ms. Madonis, a cash accountant with the District, received a \$100 check for her picture of a skid row wino.

The \$50 second prize was awarded to Haim Geffen, a member of the Management Assistant Program, for his artistic shot of the Golden Gate Bridge. Third place honors and a check for \$25 went to News Bureau Representative Bill Reason.

The winners, as well as several honorable mentions awarded by the judges, will be displayed throughout the month in the Employee Cafeteria on the third floor of 425 South Main Street.

The contest was open to all RTD employees and retirees and was sponsored by the Recreation Department. The only restrictions placed on the entries were that they be in black-and-white, in an 8" x 10" format and that they had been taken by the entrant.

Judging was done by an independent panel comprised of two newspaper photographers and a professional photographer who has his own studio. The entries were evaluated on the basis of originality, subject matter and quality of production.

Madonis considers herself an amateur photographer and said she was intrigued by what she saw working downtown and wanted to try and capture that on film. She shot the winning picture as part of a photo series depicting life on skid row and what alcohol can do to a person.

Geffen, who has been taking pictures seriously for about six years, took his award-winner while on a trip to San Francisco. He reproduced the picture on Kodalith film, a high-contrast film with no gray tones, and then used that positive to print the negative image. Geffen learned his photographic techniques while attending adult evening classes.

Reason's bus washing photograph was shot as part of a series depicting the bus washing procedure from beginning to end. The series was done as part of an assignment for a graduate photography seminar at Long Beach State College.



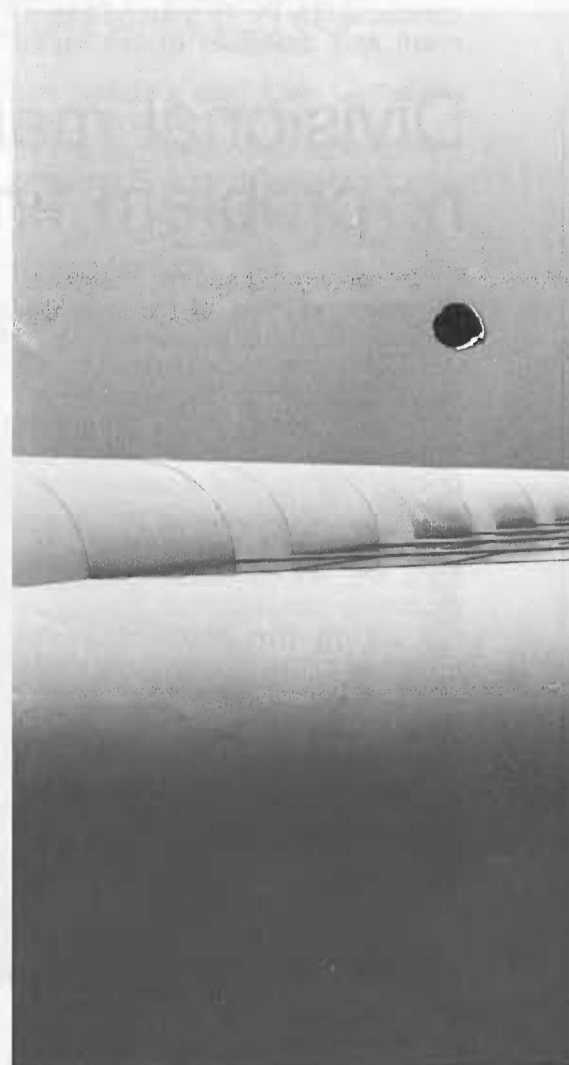
**First place — \$100
ANNELISA MADONIS**

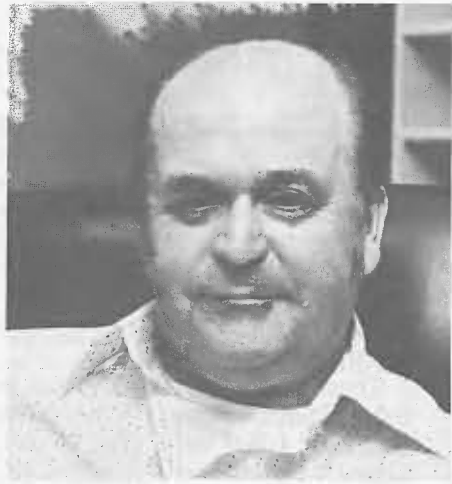


**Second place — \$50
HAIM GEFFEN**



**Ken Tervalon
Division 15
Honorable Mention**



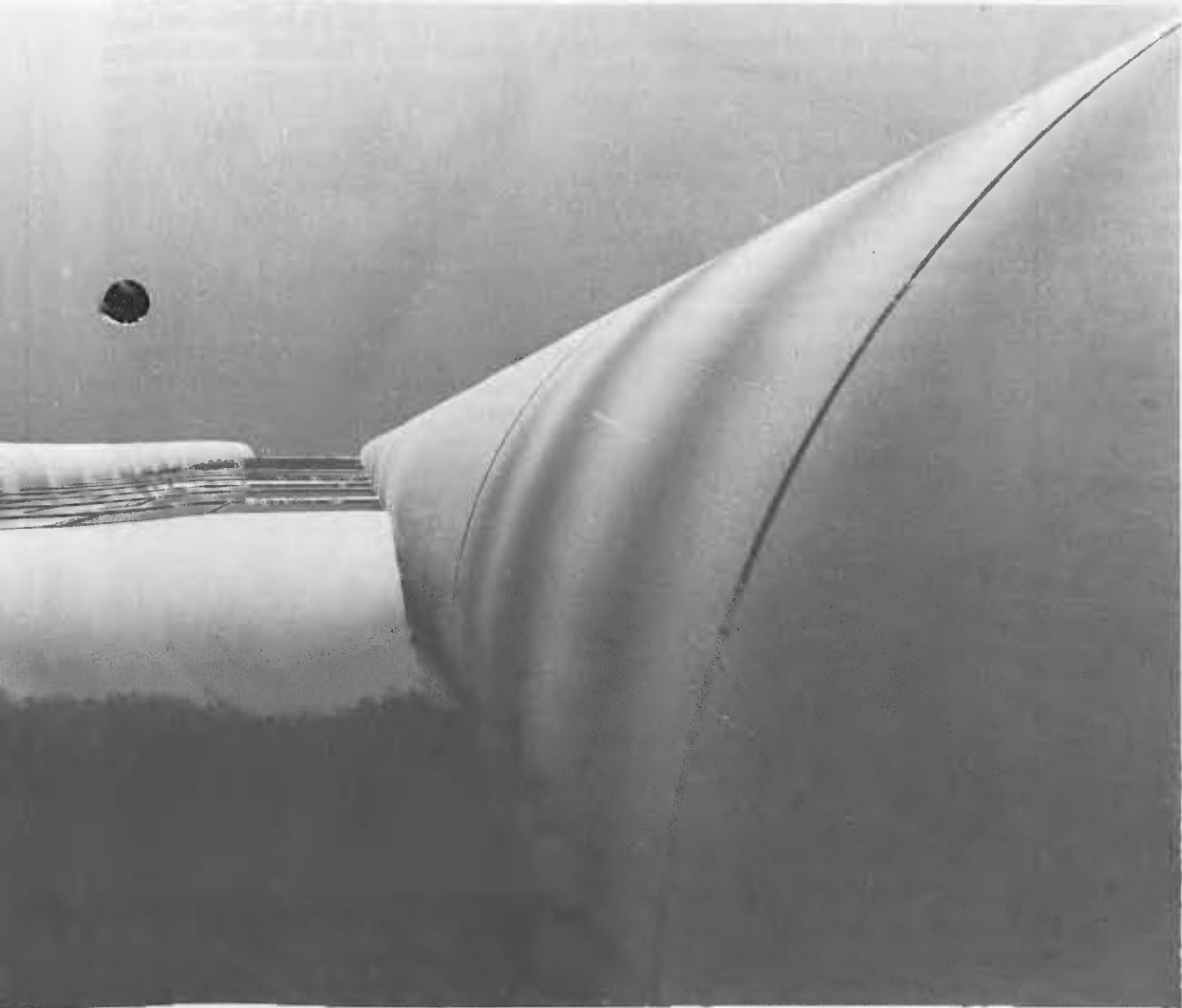


Third place — \$25
BILL REASON



Donald D. Evans
Division 2
Honorable Mention

Honorable Mention
Division 9
Ramon S. Flores



Sheila L. Wilkerson
Division 6
Honorable Mention

Plans progress to upgrade RTD Security Department

(Continued from Page 1)

understanding that if they wash-out of the course, they no longer work for RTD.

"It's a tough process, but hopefully this will give us some of the best," explains Burgess, a former captain with the Alhambra Police Department in charge of patrol divisions. "The goal of the changeover to peace officer status is to professionalize the unit."

While the changeover may be a time consuming and sometimes difficult process, Burgess believes the advantages more than outweigh any disadvantages.

"The biggest advantage is that our agents will be given the power to arrest and book a suspect and the power to carry weapons undercover in plain clothes," Burgess says. Both of these advantages will be used to expand the undercover ride-along program with officers, posing as passengers, riding on District lines that have had high incidence of vandalism or violence.

Burgess says that the ride-along program has been "very effective" but relies heavily on the use of Los Angeles Police Department or Sheriff's Department personnel and these agencies do not always have the additional manpower to lend to the program.

"Another obvious advantage of peace officer status is in the calibre of people employed and the more professional attitude," Burgess says.

Other benefits include:

- Easier access to information ordinarily available only to law enforcement agencies.

- Direct communication channels through participation in the California Law Enforcement Mutual Aid Radio System.

- The opportunity for District agents to take directly to the nearest local law enforcement agency having jurisdiction someone they have arrested and complete the booking process themselves.

- Improved opportunity to obtain

information from schools and hospitals (ordinarily available only to peace officers) when investigating vandalism, problems on buses and the like.

— Enhancing the stature of the District's officers in the public's eye and making it easier for RTD agents to deal on a horizontal level with members of law enforcement agencies. (The District's service area covers more than 2,200 square miles and its agents must deal with literally dozens of separate law enforcement agencies within the four counties RTD serves).

It literally took an act of congress for the District to be authorized peace officer status for its security staff. Late in 1976 the Board of Directors voted to back legislation that would provide such status to the District's security department. Assembly Bill 1569 was passed and became law in January of 1978.

However, the new law placed several restrictions on the District in granting the status.

Chief among these restrictions was the requirement that a Director of Security with a law enforcement background be hired to oversee the program.

In addition, prospective officers would be restricted to "the enforcement of the law on or about the properties . . . of the District, and shall not otherwise act as a peace officer except . . . in pursuit of offenders from within the properties of the District."

Another stipulation was that the District's security staff had to complete the POST course.

In addition to the rigorous physical training and conditioning, the police recruit training class includes instruction in such areas as professional orientation, police-community relations, aspects of the law, evidence, communications, vehicle operations, force and weaponry, patrol procedures, traffic, criminal investigation, custody, defensive tactics, first aid and administration.

'I thought I was gonna die'

Nick Cayafas is certainly no stranger to harrassment. After all, the Special Agent used to drive a bus for the District and any RTD operator can tell you tales of harrassment from the public that could curl your hair. He had even been through Army boot camp.

Still, Cayafas admits he was not ready for what he ran into at the police recruit training class at Rio Hondo College. Cayafas was one of the District's first two Special Agents to graduate from the course.

"I thought I was gonna die," recalls Cayafas, who can now look back on the experience with pride and a touch of humor. "The very first day I drove out there, with my hair short and my moustache trimmed, I met a Tac officer in the parking lot, smiled and said Good Morning and the next thing I know he has me running laps, yelling for me to get a haircut. It was tough."

Cayafas, who joined the District in February, 1976, and operated out of Division 1 until joining the security department in April of this year, says the best part of the training program was the classroom instruction.

"That was about the only time they left you alone. During your breaks there was usually a Tac officer making you do pushups or something," Cayafas says.

Cayafas says that the reason for most of the harrassment is simple: Discipline. "If you have a dirty weapon during an inspection, they will make you write a research paper on the importance of having a clean weapon."

The course has a high washout rate as only some 60 of the 90 candidates who start the class make it to graduation.

"You've got to physically and mentally prepare yourself for the class," Cayafas advises. "You can't go up there thinking they'll get you in shape. I think they really try to weed out the individual who just wants to wear a badge for the glamour of it. They really make you earn it."

Thomas becomes oldest grad

At 47, Ray Thomas is the oldest man to ever complete the police recruit training class at Rio Hondo College. However, he was not seeking any personal recognition for the feat and was not even aware of the fact until one of the training officers mentioned it to him about midway through the 15-week course.

"This was something I wanted to do for myself, to prove to myself that I could do it," says Thomas. "I don't think they were any easier or harder on me because of my age. They treated everyone equally out there."

Thomas joined the District in February, 1959, as an Operator, Extra Special Agent. In the 10 years he held that position he recalls, "Actually I did very little driving and worked mostly as a Special Agent." Appointed Assistant Special Agent in 1971, he was promoted to Special agent that same year. Thomas is one of the first two members of the security department to complete the POST course.

Thomas agrees with Nick Cayafas, the other graduate, that the physical and mental discipline the course requires is the hardest part of the training.

"The first two weeks are the roughest," says Thomas. "Academically they don't put much strain on you during that time, mostly orientation classes. But, physically they are very demanding. I was a physical education major in college and have worked out steadily for years, but it was still rough. I lost about eight pounds during the course, but the average weight loss is between 12 and 15 pounds."

If Thomas has any words of advice for his fellow Special Agents about to head for the training grounds it's to be prepared. "You have to dedicate yourself to this for 15 weeks and constantly tell yourself that you'll make it. You have to be in good condition mentally as well as physically. They're gonna find out what you're made of and it's harder to get through with a negative attitude."

Thomas says the Monday through Friday training sessions (with an occasional Saturday thrown in to stay on schedule) has given him a new perspective of his work. "I now feel more confident about my work and I know exactly what I have the right to do or not do as a peace officer."

Commendations

(Editor's note: Quoted below are excerpts from just a few of the hundreds of commendation letters received each month by RTD's Customer Relations Department praising the District's operators, While space simply does not allow printing even a list of all the operators receiving such commendations, all such letters are reported to the operator by his division manager and a copy is placed in the operator's personnel file).

Charlotte Jones, Information Operator: "Her exceptionally helpful attitude, her pleasant manner and genuine concern for my needs are gratefully appreciated. She is definitely an asset to your organization."

Danny Ibarra, Radio Dispatcher: "While checking out of the New Otani Hotel a bellhop mistakenly placed my luggage on a bus destined for the airport. Through the expeditious and courteous action of (your dispatcher) the luggage was returned to me at the hotel. I missed the train to San Diego and spent some anxious moments since there was some suspicion that the luggage would be claimed at the airport and not by the rightful owner. However, your employee was very helpful and most efficient."

Sergio Vasquez, Division 1: "I have been a regular passenger twice a day to and from work for five years and would like to say that I have never come across a more helpful and considerate bus driver in all that time. I recently left my purse on the bus with my glasses inside. I am considered legally blind without my glasses. I searched in vain for my purse, thinking I was never going to find it. Your driver found my purse and dropped it off where I work. I was so grateful."

Gloria J. Hollman, Division 2: "I just want to say what a good, courteous driver she is. This lady takes good care when driving and is polite to RTD passengers."

Ronald H. Johnson, Division 3: "He is courteous and cooperative. He possesses a positive attitude toward driving and his passengers. He's constantly concerned with the safety of the passengers and I think should be commended publicly."

C.L. Harvey, Division 5: "In my 57 years as a bus passenger I have never met a kinder, more patient driver. He had a little old lady aboard who needed instructions and constant reassurance that her stop had not been passed. He offered to help her down at her stop. He had aboard a little boy and his grandmother who were tourists and he gave them the same polite, patient instruction, never once showing annoyance. He got them to their stop, showed them where to catch the connecting bus. When I told him I was going to write this letter commending him, he said I had made his day, but, quite to the contrary, he made mine."

Mary Coler, Division 6: "She is always ready with a smile and a How-are-you. But perhaps most importantly, she gets you where you're going in a minimal amount of time. It's nice to know that someone who has driven a line for so long is still pleasant, helpful and an efficient, safe driver."

Richard R. Samuels, Division 7: "I am writing this letter not so much for myself but for his older passengers. He always stops the bus close to the curb, waits for the person running, trying to catch his bus, and always is concerned for his passenger's safety. It's obvious

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Schedule Changes

Moving Up

Name	Div./ Dept.	Classification	Date
Baker, Dolph W.	3315	Mechanic B to Mechanic A	7-29-79
Boehr, Bob	3500	Elec Comm Tech to Systems Elect Comm Tech	6-24-79
Clark, Gerald	3309	Mechanic B to Mechanic A	8-05-79
Davis, Edgar	3336	Electrician to Elec Ldmn	8-06-79
Escobar, Virginia	4422	Info Clerk to Ticket Ofc/Rep Clerk	7-29-79
Erickson, John	3315	Mechanic B to Mechanic A	7-29-79
Finley, Harry	3309	Mechanic B to Mechanic A	8-05-79
Fredrick, Marvin	3334	Utility A to Prop Maint A	8-06-79
Gayle, Carl J.	3321	Mechanic A to Mechanic A Ldmn	7-20-79
Giles, Maxine L.	3202	Op Ex Div Disp to Div Dispatcher	8-05-79
Guyton, Joyce	7100	Svc Attendant to Temp Cash Clk	7-23-79
Harmon, Druclia E.	4423	Info Clerk to Tick Ofc/Rep Clerk	7-29-79
Harmon, Linda G.	4480	Info Clerk to General Clerk	7-29-79
Ibarra Jr., Daniel	3298	Sup Vo Ex Rad Disp to Radio Dispatcher	7-22-79
Jordan, John A.	3309	Utility A to Utility A Ldman	6-03-69
Kapil, Yag D.	3315	Mechanic B to Mechanic A	7-29-79
King, James	3307	Mechanic B to Mechanic A	7-22-79
Lea, Karen A.	4480	Info Clerk to Gen Clerk	7-31-79
McClintock, Carol S.	4480	Info Clerk to General Clerk	7-29-79
Medina, Daniel D.	3110	Mop-Wax/Rel Mes Clerk to Mes Clerk	8-03-79
Miley, Brenda	3110	Info Clerk to Print Shop Clerk	8-01-79
Ochoa, Gil	334	Prop Martin A to Prop Maint A Ldmn	8-05-79
Ortiz, Audrey	3298	Op Ex Sup Vo Ex Rad Disp to Radio to Disp	7-22-79
Pain, Anthony W.	3334	Operator to Prop Maint	7-29-79
Purcell, Rickman,	3309	Mechanic C to Mechanic A	8-05-79
Rosenberg, Robert D.	5010	Info Clerk to Sr. Pass Serv Rep.	7-29-79
Tichinski, Joseph	3309	Mechanic B to Mechanic A	8-05-79
Todd, Charles R.	4480	Info Clerk to General Clerk	7-29-79
Weaver, Marietta	4480	Info Clerk to General Clerk	7-29-79

Shifting Gears

Name	Div./ Dept.	Classification	Hired	Retired
Albrizze, James C.	3208	Operator	11-27-45	8-17-79
Allmon Jr., Willie	3105	Operator	11-11-67	6-01-79
Carr, Margaret S.	5050	Information Clerk	2-12-59	7-23-79
Cross, Earl L.	3209	Operator	5-07-41	8-11-79
Cross, Ray R.	3203	Operator	5-19-43	8-19-79
Dingey, John R.	3219	Service Director	5-15-79	8-15-79
Herman, Leonard G.	3202	Operator	2-11-52	8-27-79
Janks, Arthur	3336	Electrical Leadman	7-22-58	7-27-79
Lasher, Howard C.	3207	Operator	3-21-47	7-29-79
Miller, Raymond E.	3312	Mechanic B	6-22-59	8-20-79
Moore, Barak William	3218	Operator	6-13-47	7-28-79
Richardson, Robert B.	3209	Operator	2-09-44	8-11-79
Veeh, Richard J.	3208	Operator	10-25-40	2-27-79
Weston, Michael J.	3202	Operator	2-12-46	8-12-79
White, Truman Bea	3201	Operator	1-07-67	7-29-79

In Memoriam

Name	Div./ Dept.	Classification	Deceased
Boone, Benjamin,	3212	Operator	8-08-79
Brown, Deborah A.	3301	Service Attendent	7-28-79
McKevitt, James M.	3205	Former Division Manager - Retired	6-1-70
Still, Robert L.	3209	Operator	8-15-79
Waddell, Ronnie	3205	Operator	7-27-79

MANAGERS MEETING

Brainstorm session yields results

(Continued from Page 3)

suggested using a system of cards with essential information noted on them that remain in the file cabinet even if the folder is removed. He has used the system with success at Division 18 and Districtwide implementation has been approved. **Ernie Giaquinto, Transportation**

Manager at Division 5, said he solved the problem of the time consuming method of distributing paddles to operators by the use of a storage rack that facilitates distribution. The system has been approved in theory and is now being examined to determine the best method of implementation.

Maintenance has had a problem with the identification of old and new parts, so it was suggested by the discussion group chaired by Division 12 Maintenance Manager Floyd Hughes that a computerized in-house parts numbering system be incorporated into the automation of the entire purchasing system.

In the past, the maintenance department's first line supervisors and mechanics have requested more training to keep them abreast of new technology. It was suggested by the discussion group chaired by Division 3 Maintenance Manager Jack Eich that instruction be provided by various manufacturers and suppliers. Plans for developing such a program are now underway, according to Rich Davis, General Superintendent of Maintenance and Equipment, who attended the meeting.

Other top management and supervisory personnel who attended the meeting included Manager of Operation Sam Black, Acting General Superintendent of Transportation Roland Kraft, Chief Radio Dispatcher Joe Reeves, Superintendent of Divisions Jack Greasby, Frank Kirshner and Ed Walsh.



HAPPY DAYS — Everyone was all smiles when it was time to honor July's top employees. From left (with plaques) are Jesse Cortez, Johnnie Mae Amos and Johnnie Brazzle, Jr. Art Begg, A.C. Howard, Director David Hayward and Bob Williams took part in ceremony.

Employees of the Month

Another trio of RTD employees have had their names added to the District's honor role of outstanding employees. Recognized for superior handling of their duties during the month of July were information operator Johnnie Mae Amos, maintenance worker Johnnie Brazzle, Jr., and operator Jesse P. Cortez.

Johnnie Mae has been an information operator since February 5 of this year, but in that relatively short span she has acquired the respect of her supervisors and her patrons with her polite, business-like tone and good delivery. Her attitude is excellent, according to Chief of Telephone Operations Barbara Hagen, and her attendance and punctuality set a fine example for her co-workers to follow. Her call count is 24 calls per hour, she is always courteous and is interested in her work. She has proven to be a real asset to the department and the District, Hagen said.

"Utility-A Johnnie Brazzle is one of the more industrious employees we have at Division 18," said A.C. Howard, Maintenance Manager at the South Bay operating facility. Brazzle first came to work for the

District in 1962 and has maintained an excellent attendance record since that time. He is always on time, ready to work and is respected and well-liked by everyone at the division. "He has never been afraid to accept responsibility and does his job with a smile," Howard explained. "He adjusts easily to any situation with no difficulty and is very thorough in checking coaches for cut seats, broken windows, oil leaks or anything that seems unusual. These he reports to the supervisor so it may be repaired before the bus pulls out of the yard."

Division 1 operator Jesse Cortez started operating a bus with Eastern Cities Line back in June, 1963, and came to the RTD in September, 1971. He has not had an avoidable accident since then. He has a 13-year safety award to go along with an excellent attendance record. "He is without question an asset to the District and, we feel, deserving of this operator of the month recognition," said Division 1 Transportation Manager Arthur Begg.

Each honored employee was presented with a commemorative plaque and a \$50 check.

Commendations

(Continued from Page 6)

to me that senior citizens require special treatment and this driver provides just that."

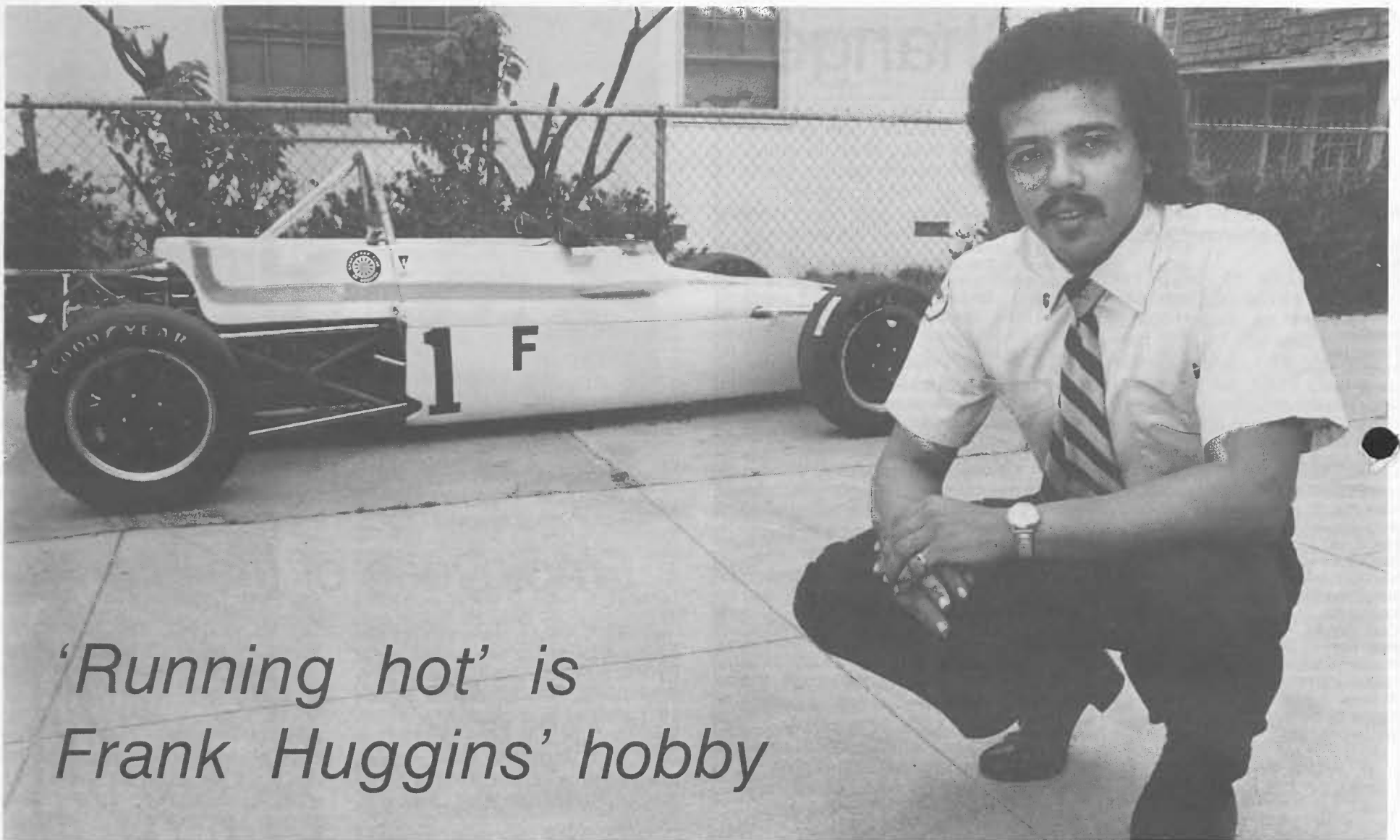
Steven Kirshner, Division 7: "Without a doubt the friendliest and most courteous driver I have ever encountered. He really seemed to enjoy his job, cheerfully greeting each passenger. I thought to myself 'This kid must be new,' but found he had been driving for quite a while and just tried to make it as pleasant for everyone as possible."

Herbert Huihui, Division 8: With the windows shut and the air conditioning on, the smell of marijuana smoke began to permeate the bus from the back. The driver stopped the bus and gave a warning to a group sitting in the back. He handled the situation correctly, firm but not provocative."

Jimmy Solway, Division 9: "I found it necessary to travel from Rosemead to Glendale and had no knowledge of the correct route other than a schedule for the line. This driver not only advised me of which buses to take, the cost and the approximate times, he called out my exit street. Without his help I don't know how I would have made the trip."



MEETING OF THE MINDS — RTD maintenance and transportation managers meet to discuss solutions to some of the District's more vexing problems. The informal brainstorming session resulted in several solutions that are presently being implemented.



'Running hot' is Frank Huggins' hobby

Heat waves shimmer feverishly on the blistering asphalt at Riverside Raceway. Spectators, crew members and track officials shade their eyes from the searing desert sun and protect their ears from the awesome sound of high performance engines. Heads snaps from side-to-side as they try to keep up with 150-miles-per-hour passes on the track.

It is a familiar scene to anyone who follows motor racing a modern pursuit that modestly bills itself as "The World's No. 1 Sport."

It is not unusual to find more than a few bus drivers or mechanics from the RTD in the stands watching any race. But, you would surely get a few raised eyebrows from the passengers on Line 2 along Compton Avenue if they knew that one of their operators spent his leisure time at the wheel of one of those cars whipping around the track at breakneck speeds.

Frank Huggins, a 25-year-old Extra Board operator working out of Division 2, says he has been fascinated by speed for as long as he can remember, but quickly adds that he always manages to get it out of his system in relatively safe and sane ways.

Huggins, who has worked for the District more than three years, is a newcomer to the racing oval but not to racing. He used to relax by trying to push a dragster through a quarter-mile faster than the next fellow.

"I always thought that drag rac-

ing was something you eventually grew out of, so I gave it up," says Huggins. "I had watched a lot of grand prix racing and decided to give that a try."

Easier said than done. It's not as simple as strapping on a pair of rollerskates and heading for the nearest bikepath.

About eight months ago, Huggins joined the Sports Car Club of America (a prerequisite for racing) and then headed for Jim Russel's International School of Racing in Willow Springs, "... just to see what it was like."

He liked what he saw so began pricing cars and looking into maintenance costs. He wound up purchasing a six-year-old car from a part-time real estate dealer and factory team sponsor who has since become Huggins' informal

advisor. Paul Lucas, a 45-year-old jet mechanic from Ohio who Frank has known all his life, signed on as mechanic.

With the racing team assembled, Huggins enrolled at the Riverside Raceway School and began the minimum of six hours of instruction required before you can be certified and licensed to race. A physical exam is also necessary.

"Raceway officials run the school and watch you on the track," Huggins explains. "They tell you what you are doing right and what you are doing wrong. After you have completed the course, you are certified and issued a novice license that permits you to race in regional competition. When you have finished in at least four regional races, you qualify to race nationally."

The school, which is held on weekends when major races are not scheduled, costs the participants \$75. The "classroom" is a five-lap race. In his first five-lapper, Huggins was started in 16th place at the discretion of the instructors. Five laps later he was in sixth place and "was pretty happy about that."

Starting in sixth place for his second "race" Huggins lost three positions on the first turn, but managed to maneuver his way up to fourth before crossing the finish line in fifth. A respectable showing for a beginner that has netted Frank good marks from the instructors.

Huggins has one-and-a-half hours of instruction remaining which he plans to finish this month. Then he and Lucas will begin the quest for enough regional points to qualify for a national license. A new car may be at the top of the priority list for meeting that challenge, Huggins reports.

Huggins also does not expect to stay in Formula Four's for long. "That's really just a starting grade," he says. "We'll shoot for One's, but I'd be happy in Two's. One's take a lot of money."

Will Huggins turn professional race car driver one day?

Well, Frank is the first to admit that there are a lot of hair-pin turns between here and there, but don't be surprised someday when you see a young man with an RTD logo on his sleeve standing in the winner's circle.



MOVIN' OUT — When operator Frank Huggins is not in his RTD uniform (top photo), he can often be found tucked into the cockpit of his racer.

HEADWAY

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