



HEADWAY

Volume 7, Number 12

December 1980

Season's Greetings

The approach of a new year is traditionally time to take stock of our situation and consider what lies ahead. I am sure that each of us at RTD will find time in the next few weeks to think about what the first year of the new decade has meant to us and wonder about what 1981 holds in store.

The coming year will see the fulfillment of a fleet rejuvenation program culminating years of intensive efforts on the part of many people. More than half of our 2,000 peak-hour buses will be less than one-year-old, which should be a real boon, not only to our passengers, but to our operators as well. Last year we had one of the oldest fleets in the country. Next year we will have one of the nation's most modern. And, more articulated and doubledeck equipment is on the way.

Passengers are boarding our buses in record-setting numbers and, given the energy situation, this trend should continue. Nothing matches the warm feeling of being wanted, and our customers have shown us they want and need our service.

In fact, they want more service than we have the money to provide. In the coming year the District will continue to explore every available source of funding so we may meet the demand. The continuing development of the Wilshire Corridor subway and the expansion of the busway system all point to an exciting year ahead for public transit.

All of us, working together, can continue to keep RTD not just the largest all-bus transit operation in the country, but the best.

Personally, I am deeply grateful for all the support and assistance that has been given to me during the past few months from employees throughout the company, helping me to carry out the General Manager's duties.

On behalf of the Board of Directors and the entire executive staff, I would like to sincerely thank all of you who have worked so hard this past year. To you and yours, warmest wishes for a very happy holiday season and a joyous and prosperous new year.



Richard T. Powers
Acting General Manager

Downey division flooded by RTS-IIs

They're here!

The largest single bus order ever placed by a transit agency began arriving at RTD's Division 4 make-ready facility in Downey on November 17.

The first of the 940 RTS II-04 coaches to arrive from the General Motors Corporation assembly plant in Pontiac, Michigan, was Number 8228. The remaining 939 coaches will arrive at the rate of 10

to 12 per day (maximum of 60 per week) through April, 1981.

Part of a \$146 million purchase, each bus cost \$141,000, is 40 feet long, 8.5 feet wide, 9.8 feet high and seats 43 passengers, with room for two wheelchair passengers.

Constructed of stainless steel modules covered by acrylic reinforced fiberglass, the buses weigh 27,000 pounds, which is almost

1,000 pounds lighter than the original RTS models introduced in 1977.

Rich Davis, General Superintendent of Maintenance and Equipment, said the buses may go into revenue service throughout the District by the end of this month or early January, depending on servicing and training schedules.

While at Division 4 each bus will

be inspected for any damage incurred during the 2,600-mile cross country trip from the GMC plant. They will be washed, fueled and weighed. Fareboxes, electronic headsigns, two-way radios and the interior information signs and decals will be installed.

After a road test, the buses will be distributed to the divisions. Early arrivals will be used for operator familiarization.

The main difference between the RTS II-04 coaches the District is receiving and the earlier RTS models is the square back appearance. According to Davis, the bus was redesigned, eliminating the slope above the beltline, to provide space above the engine for the relocated air conditioning condenser module. The change is intended to reduce maintenance requirements and provide considerable noise reduction.

"Most of the problems experienced in the earlier RTS models involved air conditioning malfunctions caused by overheating," Davis explains. "The new placement cuts down on the amount of plumbing, weight and maintenance problems by making the unit more readily accessible."

The power plant in the bus is also new to transit vehicles. It's the 6V92TAC, a six-cylinder turbocharged, aftercooled diesel, which generates 265 bhp at 2100 rpm. The reduced weight and the new engine should make the new RTS coaches more fuel efficient.

"These buses should get about 10 per cent better fuel economy than the (Grumman-Flexible) 870s we received recently," Davis says, adding that a redesigned drive train with better lower end acceleration is part of the reason for better fuel efficiency.

(Please turn to page 9)



The first
of many

If anyone ever asks you what was the first bus ever delivered as part of the largest single bus order in transit history, you can tell them No. 8228. Pictured here just moments after arriving from the General Motors plant in Michigan, No. 8228 is the first of 940 RTS model buses the District will receive in the coming months. A design change in the air conditioning placement gives it the square back look, which earlier RTS models did not have.

TRIPPERS

Experimental signs

Operators and passengers on Lines 232, 810 and 813 in the South Bay area will be seeing some interesting new bus stop signs in the weeks ahead. The District is currently examining the visibility and usefulness of new types of bus stop information signs at selected stops on those lines. While some of the new signs will be mounted on circular bases and others on four-sided bases, all will have the route information printed on paper material inserted behind clear plastic. One facet the test is designed to monitor is the durability of such signs. Earlier this year, the District installed information signs in the San Fernando Valley with route, timetable and fare information imprinted on four-sided plastic cubes.

Union funds

The Los Angeles County Transportation Commission has allocated \$7.8 million for the acquisition of Union Station in downtown Los Angeles for use as a mass transit terminal. Under a plan developed in July, Union Station would become a terminal not only for trains, but also for the planned Downtown People Mover, the proposed Wilshire Subway and the El Monte Busway. However, several more steps must be taken before the 44-acre facility becomes such a center. Caltrans, the California Department of Transportation, is awaiting a federal grant of \$12.6 million to purchase Union Station from its owners, the Los Angeles Union Passenger Terminal Company, which represents Southern Pacific, Union Pacific and Santa Fe railroads. The owners have appraised the station at more than \$18 million.

Amtrans shuttle

The Amtrans Shuttle, which has provided downtown bus service to commuters arriving at Union Station every morning for the past six months, will continue running for another 12 months. The service, begun in March in cooperation with Caltrans as an experiment and called Line 600, has been well received. Two buses transport about 85 commuters to stops in the Central Business District from the 7:50 a.m. "San Diegan" operated by Amtrak. During the demonstration the commuters received complimentary bus fare tickets paid for by Caltrans. RTD and Caltrans officials believe more than half the commuters will continue to use the service when the 50-cent cash bus fare is instituted November 1.

On the move

The Transit District Employees Federal Credit Union's Board of Directors has voted to move the office from its present location on the third floor of the RTD administration building downtown. On Friday, November 14, the credit union moved to the Crocker Bank Building, 453 South Spring Street, Suite 1200 (at the corner of 5th and Spring streets).

Chip off the block

RTD Employee Activities Coordinator Diane Delaney and her husband, Roy "Chip" Delaney, are the proud parents of a new baby boy. Brian Allen Delaney was born November 14 at 2:44 a.m., weighing in at 7 pounds, 10 ounces and stretching to 21½ inches in length. Mother and baby are both doing fine, but the new daddy is still up on Cloud 9.

The old library has a new twist

RTD no longer has a library.

Oh, the stacks are still there on the fifth floor of the Administration Building, piled high with transit-related materials dating back to 1883. But something new has been added recently and that something new makes the library an Information Center.

Look at it this way, your average public library has perhaps one million books, magazines, documents, tapes, and the like. In the RTD library, thanks to the introduction of two new computer information systems, Librarian Nola Wolf now has access to more than 7 million books, tapes, records and such — virtually at her fingertips.

The two new computer systems are known as On-Line Information Retrieval and OCLC (Ohio College Library Center).

In the On-Line system, the District is purchasing access to two computerized information "storehouses" known as data banks or databases. One system was developed and maintained by Systems Development Corporation and is called Orbit, the other was developed by Lockheed and is called Dialog.

"Together these information systems offer us access to databases on more than 120 different topics that we can tap into," explains Wolf, who has been with the District since July, 1979.

The way the On-Line system operates can best be shown by example.

Someone in the District has to prepare a report on the environmental impact of building a microwave transmitting and receiving tower. Without a doubt, much has already been written about the topic.

Using a keyboard printer and a telephone hook-up from the RTD Information Center, Wolf "asks" Orbit and Dialog for what they have on such topics as microwave transmitters, receivers, environment and related subjects.

At computer speed, the databases are scanned and a reference list of articles or reports done on those topics is printed out right in the library. Once this reference list of materials is obtained, the librarian can search the District's card catalog or stacks to see if the material is already on hand.

If a particular item cannot be lo-



HELLO, THERE — RTD Librarian/Research Specialist Nola Wolf "talks" to a computer in Ohio via the OCLC network. In the foreground is the keyboard for the On-Line system.

cated, the second computer system comes into play.

OCLC is a nationwide network with more than 2,500 member libraries participating. Each library is in the process of cataloging its entire stock of information and submitting it to a central database that now has almost seven million items on file and is growing daily.

"Each item in the OCLC database is cataloged under a variety of topics designed to cover just about every conceivable way an item might be requested — title, author, company producing the report, general subject matter and so on," Wolf explains.

"Quite often, someone comes in looking for a copy of a report and

all they know is the topic. They know the report has been done, but they can't remember the title or author," she says. "With the OCLC system, no matter how it is requested, we can probably find it. If we couldn't locate the item in our catalog, then we query the computer as to who does have the item. The system also provides a means for requesting the material from the library that has it."

Both systems are already heavily used — and with good results — by a number of District departments, including planning, rapid transit, safety, administration and management services.

As with most computer systems, the main benefit of the OCLC and On-Line systems is that they save the user a lot of time.

With OCLC, librarians can catalog and locate more information more quickly. Since the computer prints out catalog cards for all material submitted to the system, the librarian is relieved of this chore.

"OCLC also provides an unbelievable scope of information and an efficient system for finding that information," Wolf says. "It adds to the individual transit system's database and library facilities, in effect increasing the size and scope of each member library, and helps eliminate extensive duplication by facilitating inter-library loans."

With the On-Line system, time is saved by researching topics at the incredible speeds only possible with computers, and it also saves duplication of effort by quickly showing what other agencies or transit properties have done on a topic.

"What we're really trying to do with these systems is to save people from having to re-invent the wheel," says Wolf.

RTD offers free delivery service on El Monte Busway

A lot of people use RTD buses to come and go every day, but it's not often someone uses one to enter the world.

But, that's just what happened at 9:35 a.m. on Tuesday, November 11, aboard a Line 490 bus bound for Los Angeles on the El Monte Busway.

The mother, Teresa Guzman, 22, and her husband boarded the bus in Baldwin Park, according to operator James Waseloff of Division 9. Fifteen minutes later, as Waseloff was pulling away from the bus stop at the L.A. County Hospital, a woman passenger came forward and told him another passenger on the bus was in labor.

Waseloff pulled the bus to the side, away from traffic, and notified the Dispatch Center, which sent an ambulance to the scene. While Waseloff's 35 passengers voluntarily disembarked, the impatient baby girl refused to wait for the paramedics to arrive.

She was delivered on the back seat of coach 7385 with the assistance of two female passengers. When the paramedics finally arrived, they transported the infant and mother to L.A. County Hospital, where both were reported to be in good condition.

As for operator Waseloff, who is the father of three girls and one boy, it was his first birth aboard a bus in the 29 years he has been driving for the company.

"I was nervous," he says.

Increased security proving crime doesn't pay

In the past few weeks, more than 150 people have learned the hard way that crime doesn't pay . . . at least not when your aboard an RTD bus.

That's approximately how many felony and misdemeanor arrests have been made by off-duty law enforcement officials riding District buses as part of a special program that started October 13, reports Transit Police Chief Jim Burgess.

Arrests normally average between 20 and 30 each month.

Burgess says that 200 applicants, all certified police officers with outside agencies like the Los Angeles Police Department and the County Sheriff's Department, have been processed and will be assigned in a uniform and undercover capacity to work with the District's own Transit Police force in the program, which is being funded by a \$150,000 contribution from the Los Angeles County Board of Supervisors.

"The off-duty officers are being paid \$11.75 an hour, and at this

rate we will have enough funds to keep this program in operation for approximately 19 weeks," says Burgess, adding that the District is currently looking into obtaining federal assistance to extend the program.

In addition to the county-funded off-duty officer operation, the District is exploring several other avenues, all designed to help stem the rising tide of violence and crime on buses.

"We are planning a joint operation with the LAPD's Metro Division to saturate target lines with officers from the Los Angeles Police Department, Transit Police and off-duty officers," explains Burgess. "The program will be two-fold in that it will attempt to eliminate the problems while assessing manpower, equipment and funding needed, in order to provide a crime-free transit system."

Efforts are also continuing to bring the Transit Police Department up to its authorized manpower levels. The department is al-

most 50 short of its authorized strength of 135.

While the transit police and personnel departments are doing everything possible to expedite the filling of these vacancies, Burgess says the recruiting of transit police officers "has, and will continue to be, a very difficult, long and involved process, as the survival rate for applicants is one in 20."

Burgess says the department expects to hire 10 additional lateral entry police officers by the end of this month off of existing eligibility lists and anticipates filling the remaining positions by February of next year. (Lateral entry candidates have been previously certified as police officers and can be immediately assigned to District Field Training Officers).

The District's response to the increase in crime on buses is creating a favorable reaction among employees and patrons, alike.

"Operator and passenger response to this increased law en-

forcement by the District has been tremendous," Burgess says. "We have actually experienced situations where an enforcement action has been taken and the passengers on the bus applauded the officer's action."

Other crime prevention programs the District is participating in, such as Project HEAVY (a federally-funded gang control program) and We-TIP (a state-wide anonymous witness program) are beginning to bear fruit, also.

"Information obtained through We-TIP has resulted in the arrest of a suspect linked to a robbery aboard one of our buses," says Acting General Manager Richard Powers. "We know this program will provide an additional deterrent to crime and help us apprehend criminals."

"We confidently anticipate that the number of crimes aboard our buses will be drastically reduced as a result of these efforts," Powers concludes.

Total monthly pass sales breaks through 200,000 mark

Two hundred thousand Angelenos can't be wrong!

For a long time now, the RTD has been telling energy conscious commuters that the best way to go by bus is with a monthly pass. Apparently, the message is beginning to reach home.

For the first time since 1967, when the District started selling passes, total sales of monthly passes in the month of October surpassed the 200,000 mark and accounted for total revenues in excess of \$4 million, according to a report compiled by the Marketing Department.

Director of Marketing and Communications Anthony Fortuno reports that the record high total sales was only one of four significant changes in the pattern of Monthly Pass sales that occurred during the months of August, September and October.

"The sale of the Regular Monthly Pass, from which the District derives the most pass revenue, has

risen dramatically during those three months," Fortuno explains. "In fact, the number of passengers purchasing the Regular Monthly Pass in October reached a surprisingly new high of almost 100,000."

The October figure of 99,856 Regular Monthly Passes sold included 13,000 passengers who purchased express stamps, in addition.

On an average basis, the number of passengers purchasing the regular pass during August, September and October jumped nearly 25 per cent as compared to the first seven months of this year. Regular pass sales, which averaged 72,000 per month, jumped to 90,000 per month on the average.

At the same time the regular monthly pass figures were soaring, the sale of Senior Citizen, Student and Handicapped passes was dipping.

Average monthly sales of the Senior Citizen Pass for August, September and October decreased almost 19 per cent from

the average number of monthly sales in the first seven months of 1980 (47,000 versus 57,500). Since the Senior Pass sells for only \$6, more tax funds are required to subsidize this category of passenger.

The ratio of discount passes to the total number of passes sold dropped 10 per cent during those three months.

Fortuno attributed the changing patterns in pass sales to three factors:

— New pricing policies adopted by the Board of Directors for the

Monthly Pass and bus transfers, which make the pass more attractive economically;

— New procedures and qualifications the Board now requires for the issuing of Senior Citizen and Student discount passes (the base pass with the user's photo attached helps to prevent abuse of the discount fare privilege);

— An intensive Monthly Pass advertising program featuring discount coupons for the purchaser, which the Board has backed with supplemental funding to the Marketing Department.

Board awards half-million dollar advertising contract to new agency

You may notice a new look to the advertisements promoting RTD programs and services in the months ahead. The District has a new advertising agency.

On the recommendation of its Customer Relations and Public Information Committee, chaired by Director Ruth Richter, the Board of Directors voted to award the Dis-

trict's advertising contract to the firm of Ayer Jorgenson MacDonald.

The agency will assume the more than half-million dollar annual account from Gumpertz/Bentley/Fried, who has handled the account for the past seven years.

According to Director of Marketing and Communications Anthony Fortuno, the new agency will continue to promote — in print and radio ads — such transit marketing programs as the monthly pass, tourist pass, operator of the month ads, off-peak ridership promotion, literature distribution and the no-dollar-bill policy in addition to handling RTD ads that appear on the interior and exterior of District buses.

"The committee and District staff feel Ayer Jorgenson MacDonald has the creative approach and philosophy and the strong media contacts to support these programs as we enter an era where public transportation is becoming a more important part of everyone's life," said Fortuno.

Transit tax measure needs day in court

Proposition A, the half-cent increase in the county sales tax, was approved by a majority (54 per cent) of the voters November 4, but it appears the courts will decide whether or not the measure actually passed.

Opponents of the proposition, which is expected to raise some \$225 million if implemented July 1, contend a two-thirds vote is required by 1978's Proposition 13 for local tax increases.

The LACTC, which sponsored the tax, claims exemption from such conditions because it is a state agency.

BUY RTD'S MONTHLY PASS AND GET CARRIED AWAY SAVING MONEY.

<p>RTD SPECIAL PRICE ROAST BEEF SANDWICH 99¢</p> <p>Arby's ROAST BEEF SANDWICH IS DELICIOUS</p> <p><small>LIMIT SIX PER COUPON</small></p>	<p>10% OFF ANY PURCHASE The HomeSilk SHOP</p> <p>FABRICS AND NOTIONS</p> <p><small>NOT VALID AS COUPONS</small></p>
<p>FREE 10 OZ. PKG. OF RALPH'S FROZEN CUT CORN, PEAS OR MIXED VEGETABLES</p> <p>Ralph's</p> <p><small>LIMIT ONE PER CUSTOMER</small></p>	<p>\$1 OFF ADMISSION PER PERSON MARINLAND</p> <p><small>LIMIT SIX PER COUPON</small></p> <p><small>NOT VALID AS COUPONS</small></p>

BUY A NOVEMBER RTD MONTHLY PASS. GET THESE VALUABLE OFFERS.

When you buy your RTD Monthly Pass for November, you'll also get coupons good for the offers shown above. These money-saving coupons make buying an RTD Monthly Pass a bigger bargain than ever before. Coupons are for Monthly Pass buyers only. One set per customer. A new set of coupons will be given each month to RTD pass buyers, so be sure to ask for them!

For as little as \$99** a month, an RTD Monthly Pass gets you all the fare rides you want, seven days a week. That's a fraction of what it would cost you to drive. And the more you use it, the more you save!

You can buy your Monthly Pass at any RTD Service Center listed. May Company Travel Bureau, Handy Payments, or 170 sales outlets. To order by mail, send a check or money order payable to RTD, to RTD Monthly Pass, 425 S. Main Street, Los Angeles, CA 90013.

**Passes on sale October 25 through November 10.

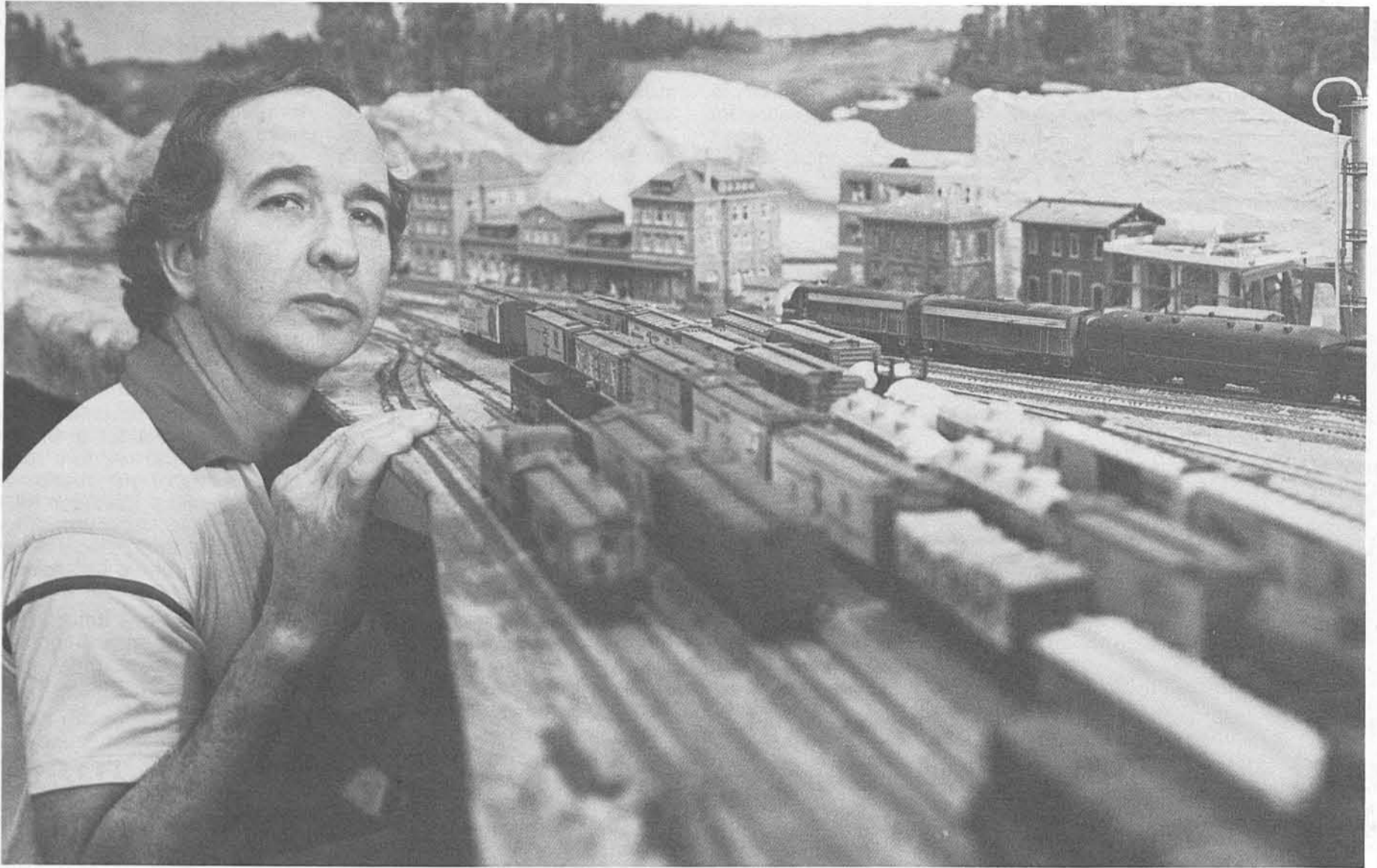
**Minimum one-day parking required.

- Arco Plaza—Level B—505 S. Flower St., L.A., Mon.—Fri., 7:30 a.m.—3:30 p.m.
- RTD Greyhound Bus Terminal—208 E. 4th St., L.A., 7 days a week, 6 a.m.—10 p.m.
- RTD Main Office—425 S. Main St., L.A., Mon.—Fri., 8:30 a.m.—5:00 p.m.
- Hollywood—6249 Hollywood Blvd., Mon.—Fri., 8 a.m.—6 p.m.
- Long Beach—18 Long Beach Blvd., Mon.—Fri., 8 a.m.—4:30 p.m.
- Van Nuys—14500 Van Nuys St., Mon.—Fri., 10 a.m.—6 p.m.
- El Monte Station—3501 N. Santa Anita Ave., 7 days a week, 5:30 a.m.—9:15 p.m.
- Redondo Beach—1911 Hawthorne Blvd., Tues.—Fri., 11 a.m.—7 p.m.; Sat., 10 a.m.—6 p.m.
- South Central Los Angeles—5425 S. Van Ness St., Mon.—Fri., 8 a.m.—4 p.m.
- Wilshire District—5739 Wilshire Blvd., Mon.—Fri., 8:30 a.m.—5 p.m.

RTD

Metropolitan California Rapid Transit District, 425 S. Main Street, Los Angeles, CA 90013

RESULTS — Ads like the one shown here have been partly responsible for a tremendous jump in regular monthly pass sales. Pass purchasers get a different set of coupon values each month. Pass sales now generate more than \$4 million monthly.



Can't you hear the whistle blowin'?

*I've been working on the railroad all the livelong day,
I've been working on the railroad, just to pass the time away.*

—American folk ballad

For the past 20 years, Freeman Krutchfield has been quietly building, expanding and improving a model railroad in the garage of his Granada Hills home.

Now, the first thing you should

know about this Division 15 mechanic-B is that he has never worked for a railroad.

Perhaps the second thing you should know is that he did have a train set when he was a youngster so this is not a case of adult backlash to compensate for something lacking in his childhood.

And the third thing you should know is that this is not merely a case of a grown man playing with toy trains in his garage.

"When you've invested as much time and effort in this as I have, you remove it from the realm of toys . . . this is a hobby," explains Krutchfield, who has been with the District just 19 months. "I'm more interested in building the scenery and creating the towns, depots and train yards than I am in running trains around in circles."

And build he has.

Krutchfield's set-up is done on HO scale, 3.5 millimeters to the foot. He has more than a hundred cars and engines of every description sitting on several sidings and traveling over more than 700 scale feet of track, that has some 85 switches and turnouts, running around, over, under and through tunnels, bridges, mountains, sawmills, churches, villages and towns. The whole thing is powered by electricity that flows through what appears to be miles of wire.

And the railroad track is not the kind you buy in sections at the neighborhood hobby store. Krutchfield has built every millimeter of track just like they build the real thing, placing down individual ties and then spiking the rails to them.

But Krutchfield's pride and joy is the scenery. He says he has always liked to build models and paint and these both come together in the scenery, especially the mountains. He takes actual rocks and makes a mold which he then fills with rubber. When the mold is removed, he hand finishes and paints the "hills" to resemble the

rugged foothills just north of the San Fernando Valley.

Several of the buildings, which have a distinct 1930s and '40s look to them, were built from scratch, with the others coming from kits.

After only a few minutes of looking at the model railroad and talking to Krutchfield, you begin to get the idea that, in addition to a considerable investment in time, he has invested quite a bit of money in his hobby. In fact, Krutchfield says he has some train engines and cars, which he acquired years ago, that are now worth between \$400 and \$500 each. Needless to say he does not leave these lying around the garage.

Krutchfield also collects odd bits of railroad memorabilia "when I can find it," and the walls of his garage are lined with old lanterns, posters and framed photographs of early locomotives.

A father of four, Krutchfield has never taken a "hands off" attitude to the hobby where his children are concerned. He reports that when they were younger they helped in the building and running of the railroad. Now, older and developing other interests, they still bring their friends by occasionally to show off the set-up.

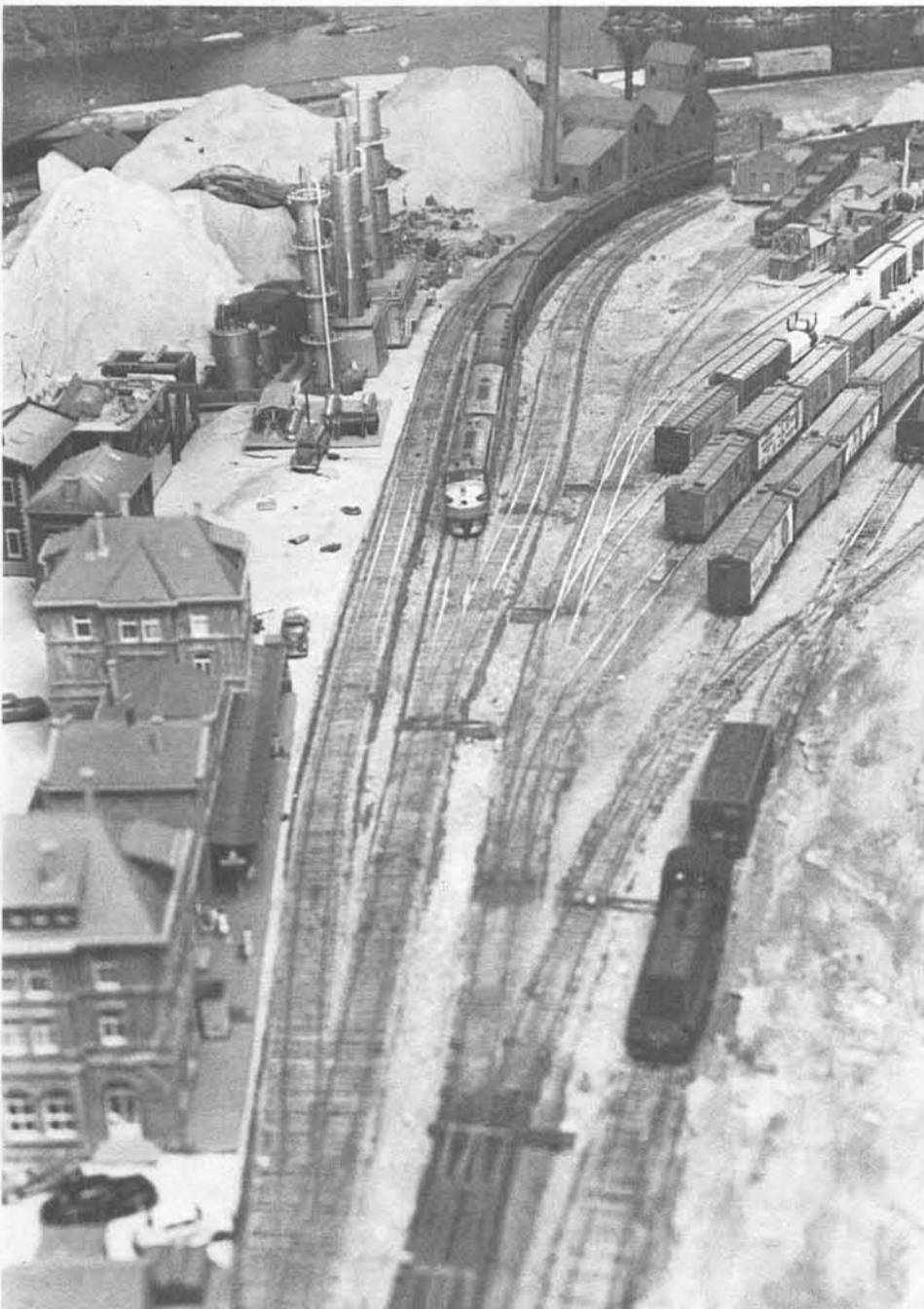
At the moment, Krutchfield is tearing out a central section of the layout that features a hill with a tunnel and is reworking it into a ravine with the train running over a trestle. He also has plans to renovate a couple of other areas in the near future.

Krutchfield says he has experienced only one difficulty in all the years that he has spent creating his railroad.

"It's hard finding enough time to do as much work as I would like," he says.

So, what will he do when his model railroad is finally finished?

"It will never be finished," he says emphatically. "Then all you'd have is a static display."



AERIAL PHOTO? — Actually, it is just testimony to the painstaking detail that Freeman Krutchfield (top) has put into his model railroad system.

Whales and roses highlight coming Rec events

A Christmas Party at Disneyland, a new year that could come up "roses" and a whale watch are all waiting RTD employees looking for something to do in the weeks and months ahead.

There are still a few tickets left to the Magical Holiday at Disneyland, set for Friday, December 19, from 8 p.m. to 1 a.m. For the price of only \$7 you get unlimited use of all attractions (except shooting galleries) including dancing, entertainment, bands, shows and free parking. In addition, partygoers will see the premiere performance of the "Very Merry Christmas Parade." This will be a private party and no general public will be admitted. Tickets are not available at the park.

And, if amusement parks are your thing, the District's Recreation Department is still offering discount tickets to Magic Mountain and Movieland Wax Museum —

but the offer expires at the end of the year. Until then, however, Magic Mountain tickets are available for \$7.50 adults and \$6.50 children; while the Movieland Wax Museum tickets are \$4.75 for adults and \$3.15 for kids.

While we have you interested in discounts, the Rec Department has a new one for you. If there is a General Cinema Corp. theatre in your neighborhood, you can obtain VIP discount tickets for only \$2. The tickets are good for any performance of any movie on any day!

If you wanted to see Evita at the Schubert Theatre and missed out on the District's special discount ticket offers on November 7 and December 14, have we got a deal for you. You have one more chance to see the award-winning musical (or see it again). For Sunday, January 25, you can get tickets valued at \$22.50 for only

\$20. And the seats are down in the front of the Orchestra section!

Tickets to Lakers games at the Forum are still available. The Rec Department has hard-to-get tickets to the Lakers vs. Philadelphia game on December 28, available for \$7.50. You can see the Lakers take on Washington on January 6 for only \$5.50 per ticket.

It's been called educational, interesting and entertaining. It's one of the most popular events ever scheduled by the Recreation Department. It's a whale watching excursion.

Each year between December and April, California Grey Whales make an annual migration down the California coast from the Arctic Ocean to the warm waters and shallow lagoons of Baja Mexico, where they give birth to their young.

On January 17, a Saturday,

RTD employees and their families will have a chance to go out by boat for a three-hour look at these largest of living creatures. The boat is the triple-decked Cataline Cruise boat. The price is \$5.50 for adults, \$5 for children 5 to 11, and kids under 5 are free.

It's not too late to get your tickets to the Tournament of Roses Parade New Year's Day in Pasadena. The Recreation Department has choice grandstand seats on Orange Grove Boulevard right at the start of the parade route. Normally priced at \$16.50, the tickets are available to RTD employees for only \$14.

For more information about any of these activities, please call the Recreation Department at 972-6580. And keep an eye on the rec board at your work location for new activities.

SCHEDULE CHANGES

Moving Up

Luis Aguilar, from mechanic B to mechanic A.

Gustavo Arguello, from mechanic C to mechanic B.

Jose Barbosa, from mechanic C to mechanic B.

Clyde L. Berry, from opr/div disp to div dispatcher.

Jack Billingslea, from mechanic B to mechanic A.

Donald L. Bishop, from operator to mechanic C.

Mart Brower, Jr., from opr/div disp to div dispatcher.

Roslyn Bragg, from accountant to management analyst.

John R. Burns, from mechanic C to mechanic B.

Billie G. Burney, from storekeeper to assistant store acting supv.

Antonio Chavira, Jr., from sr. equip. maint. instr. to supt. maint. adm. serv.

Leonard Clark, from storekeeper to eq. rec. spec.

Corey Clarkson, from mechanic C to mechanic B.

Romulo Climaco, from mechanic C to mechanic B.

Roy Coleman, from storekeeper to asst store supv.

Alberto Concepcion, from mechanic C to mechanic B.

Laurence Cosner, from div disp/ex rad dispatcher to radio dispatcher.

Steve Dasalla, from mechanic C to mechanic B.

Carol F. Dedeaux, from management asst to planning analyst.

Thomas Dotson, from utility A to laborer A.

Jocelyn Drouin, from mechanic B to mechanic A.

Julie L. Ellis, from typist clerk to general clerk.

Barry L. Engelberg, from federal legislative analyst to supervising administrative analyst.

James Evans, from mechanic C to mechanic B.

Eddie Fentroy, from mechanic A to mechanic A leadman.

Richard Franden, from mechanic C to mechanic B.

Diane E. Frisbie, from information clerk to ticket clerk.

A. R. Garlick, III, from truck driver clerk to shipping clerk.

James Green, from mechanic B to mechanic A.

Patsy L. Goens, from opr/div disp to div dispatcher.

Manuel Gonzalez, from mechanic B spray paint to mechanic A spray paint.

Olen Gunn, from mechanic C to mechanic B.

Wilbert Harris, from mechanic C to mechanic B.

Hardistene Howard, from mechanic B to mechanic A.

Zellie Hudson, from mechanic C to mechanic B.

Rolando Izquierdo, from mechanic B to mechanic A.

Steve Johnson, from mechanic C to mechanic B.

Gene Kenning, from mechanic B to mechanic A.

Joo H. Kim, from mechanic C to mechanic B.

Warren Knox, from mechanic C to mechanic B.

William Kovach, from assistant store supv to acting supervisor of stores.

James L. Krumme, from shipping clerk to equip rec spec.

Stanley Kunisaki, from mechanic C to mechanic B.

Rex Kuykendall, from mechanic A to eq. maint. supv I.

Mark Leach, from st. shop clerk to rel. eq. rec. spec.

Byron Lee, from planning analyst to associate planner.

Adrian Ligorria, from mechanic C to mechanic B.

Max H. Martinez, from equip maint supv I to equip maint supv II.

Thomas R. Mesch, from mechanic C to mechanic B.

David Meemken, from mechanic C to mechanic B.

Rashie McCracken, from truck driver clerk to equip. record spec.

Fulton Nelson, from svc attendant to st. shop clerk.

Olivia Nelson, from info clerk to info clerk/ex supv of telephone information.

Irene A. O'Regan, from office supervisor to staff assistant II.

Luis Pedemonte, from utility A to laborer A.

Jorge Perez, from mechanic A to mechanic A leadman.

Glenn J. Powell, from div maint mgr to eq. maint supv II.

Jose Preciado, from mechanic C to mechanic B.

Jose Quinata, from mechanic B to mechanic A.

Daniel Ramirez, from mechanic B spray paint to mechanic A spray paint.

Manuel Rodriguez, from mechanic B to mechanic A.

Carol M. Sachs, from general clerk to buyer.

Clyde H. Scoggins, from mechanic B to mechanic A.

Robert Scott, from utility A to utility A leadman.

Robert R. Sevilla, from equip maint. instr to actng senior equip. maint. instr.

Etta Sheppard, from stock ship clerk to rel st sh/stkr/ers.

Michael Singer, from mechanic A leadman to maint. supv. II.

Robert Sloat, from mechanic C to mechanic B.

Shirley Stewart, from info clerk to info/ticket clerk.

Bernadette Sumner, from info clerk to stock shop clerk.

John Tauji, from mechanic B to mechanic A.

Stephen Trudeau, from mechanic C to mechanic B.

Adolph Valadez, from mechanic B spray paint to mechanic A spray paint.

Julio Velasquez, from mechanic B to mechanic A.

Neal Vredevelt, from mechanic C to mechanic B.

Glen V. Werdon, from equip specialist to div. maint. mgr. (3318).

Linda M. White, from secretary III to EEO rep. I.

Peter Williams, from utility A to laborer A.

Messaye Wossen, from mopper/waxer to stock shop clerk.

Luis Yanez, from mechanic B to mechanic A.

Fred Ybarra, from planning analyst to asst. planner.

Son J. Yi, from mechanic A to mechanic A leadman.

Christopher Young, from mechanic C to mechanic B.

Wilfred Young, from mechanic C to mechanic B.

Mohamed Yunis, from operator to mechanic C.

Shifting Gears

Lawrence Edwin Allen, 44 years. Special events Radio Dispatcher.
Junior Dean McDonald, 11 years. Operator at Division 15.

In Memoriam

Herberto Alejandro, former Mechanic A at Division 2, passed away October 3. Mr. Alejandro joined the company in April, 1943 and retired after 35 years in July, 1978.

James Kyle Barnes, an Operator at Division 15, passed away October 4. Mr. Barnes joined the District in December, 1972.

John W. Holland, former Operator at Division 9, passed away October 23. Mr. Holland joined the company in September, 1946 and retired after 28 years in January, 1972.

Rubin A. McClelland, former Operator at Division 9, passed away October 3. Mr. McClelland joined the company in September, 1942 and retired after 25 years in October, 1967.

Paul D. Proud, former Operator at Division 8, passed away October 7. Mr. Proud joined the company in June, 1945 and retired after 28 years in July, 1973.

Herman C. Rozendal, former instructor, passed away on October 20. Mr. Rozendal joined the company in May, 1941 and retired after 31 years in June, 1972.

Frank Van Beber, mechanic A at South Park Shops, passed away October 10. Mr. Van Beber joined the company in October, 1955.

William E. Wicks, former Operator at Division 12, passed away September 28. Mr. Wicks joined the company in March, 1925 and retired after 30 years of service in June, 1955.

CLASSIFIED

Employees and retirees of RTD may use this column free of charge. Ads will be limited to one per person each month and will not be held over for repeat. Ads should be submitted either typed or printed before the 14th of each month for inclusion in the following month's issue. Include your name, work location, extension and home telephone number.

• Women's 10-speed bicycle. Excellent condition. Yellow, with odometer/speedometer, standard handlebars, hand brakes, kickstand, new tires. Just reconditioned at bike shop. \$100. Call (213) 985-2356 after 6:30 p.m.

COMMENDATIONS

(Editor's note: Quoted below are excerpts from just a few of the hundreds of letters of commendation praising the actions of District operators which are received each month from passengers by the Customer Relations Department. All such letters are reported to the operator by his division manager and a copy of the letter is placed in the operator's personnel file).

Tonita S. Harrel, Line 91w: I wish to file a complaint. I take exception to the conduct of one of your operators. My complaint is this: She is too nice, too sweet and just too damn courteous! It upsets me. I am accustomed to being treated more coldly, and sometimes I am snarled at comfortably. This woman is a menace. Her courteous manner is infectious. I saw it spread to some of the passengers! Therefore, I am requesting that you remove this woman from contact with the general public. Give her a desk job in some remote corner of your organization away from the public before she does more damage! You should protect the public from someone so cheerful.

Lester Williams, Division 8: (The following commendation is excerpted from an article about Mr. Williams that appeared in the B'nai B'rith Messenger). During the summer heat my mother, a resident of the San Fernando Valley, escaped to Santa Monica on the bus on an almost daily basis. Now, consider that this is not the easiest trip in the world for a lady in her 90th year and you will understand why all of us in our family are grateful to a beautiful man named Lester E. Williams. Williams is the regular driver of the bus mama usually catches. In a day and age when we read only about the outrageous, about confrontation and anger, we tend to forget about the Lester E. Williamses of the world. So, through these lines, we say a hearty well done, specifically for Mr. Williams, but also for the hundreds of other unsung men and women who drive the RTD buses under difficult conditions.

David Ivy, Division 2: I wish to express my appreciation for the unselfish actions of your operator. He neglected his own schedule in order to retrieve a lost wallet for the then-unknown owner, me. In these times of crime, corruption and violence, it is a relief to meet someone so honest, caring and responsible.

Richard Lugo, Line 42: Guilty of both senility and stupidity, I left my purse with two sets of house keys, money, all of my personal identification and all sorts of messy women's paraphernalia on the seat of the bus. The next day I went to your Lost and Found Department on Wilshire Blvd., thinking it was a futile trip. To my joy and complete relief, my purse was returned to me with all of the contents intact. Mr. Lugo made me proud of being a human being. His goodness and honesty will rub off, from him to me and from me to all persons I shall meet in the future.

Meredith Sidney, Line 83: As I entered the bus, the entire con-

tents of my wallet fell into the stairwell and the street below. I decided to brush everything into the

street so as not to detain the bus and simply told the driver to go on without me. Instead, this wonderful human being smiled a sensational smile and said he would wait for me. My day was made. His kindness towards everyone stepping on the bus infused in them a special gratitude for simply being alive.

Roses are red, Violets are blue, Patrons write poems, Here are a few

Given the variety of the hundreds of thousands of Southern Californians who daily use the RTD system, it is not so surprising that there should be a few poets in the crowd. As we all know, poets find inspiration in some unusual places . . . even while riding on a bus. Reprinted here are a few of the poetic efforts submitted by our passengers.

Jingle Bus

(Sung to the tune of "Jingle Bells")

Lurching down the road in a broken-down old bus,
Bouncing from our seats, making us all cuss,
A jug of Gallo's best, making spirits bright,
Oh, what fun it is to ride the 606 tonight.
(refrain) Hey! 606, 606, Hermosa to LA,
Graffiti, dirt and cut up seats, we rattle all the way,
Oh! 606, 606, Hermosa to LA,
Graffiti, dirt and cut up seats, we rattle all the way.
Standing in the rain, for a bus that never shows,
Thinking of excuses, used every one I know,
Wondering why I'm here, and what the boss will say,
Is it really worth it, to do this one more day.
(refrain)

—Anonymous

He Shares — He Cares

He shares, he cares, his smile beguiles
He's the greatest bus driver — no slip
He's right there on time, if you're short
"Here's a dime" — to help you on your trip
His ride is so pleasant to all that
are present, everyone to him is a star
Tho' you may not know it, and perhaps he
Doesn't show it, but riding with him beats a car.

I could go on for hours
'bout his bus driving powers
But I don't want to sound like a dope,
So I'll end this game and tell you his name
It's simple — he's Charlie Pope

—Tena Perry

(Ms. Perry, a bus rider for the past three years, says Division's 5's Pope is the best operator she's ever seen — ed.)

Experiences on the RTD

In the early morning hours, when its close to half past five,
All the Mockingbirds start singing and the world comes clean alive.
So I stretch and scratch in places and I stifle a great yawn,
My eyelids seem so heavy just between the dark and dawn.
Quickly blinking loose from stardust, I scratch a little more,
Then slide my little footsies out upon the cold bare floor.
I attire myself in splendor and attend my handsome face,
Then head out for my kitchen knowing now I have to race.
For those clock hands keep on moving without a thought for me,
And show I've just ten minutes to board the RTD.

That lumbering bus comes groaning and it screeches to a stop,
I push aboard and look around, a vacant spot there's not,
So I stand, feet spread for balance, and I clasp those high steel bars,
Readied now I sway in comfort as we pass those fleeing cars.
And we speed along that highway for the driver loves to swerve,
So he dodges through the traffic, hastening around each curve.
He chuckles low, his eyes a-shine, as the people slide and sway,
For he knows each bump and fissure on the Dolly Parton Way.

For that Pasadena Freeway has a figure like a maid,
Full of curves and spots of interest laying both in sun and shade.
So we're headed for the city where our workday soon begins,
Hoping with the hasty driving we'll arrive in our whole skins.
At times we've had such close scrapes that we thought our time had come,
To meet our Maker in the sky and hear His choir hum —
"All praise to God in glory" for the beauty that we see
from the dingy, broken windows of our crowded RTD.

Our driver knows his business, and ever watchful so,
For he loves his bus and people, they're embedded in his soul.
He sings a little ditty to his motor's roar and whine,
Or he chats with a close person, alert for any sign.
With all the bumps and blessings totaled through a day's events,
and the crowded-like conditions added to the body scents,
Plus the other joys of living and I'm sure all will agree,
That the treasured things in memory are rides on RTD!

—Alice L. Hanson

(Ms. Hanson lives in Pasadena and commutes daily to Los Angeles via RTD — ed.)

Albert Troy, Line 83: He is an unusually good bus driver, because he calls out all the cross streets on the bus and mentions the places of interest that can be reached from them. He seems to know every location in town. Also, he mentions how long between stops since his is a limited bus. After a heavy day at work, coming home tired, it is good to see someone who is so enthusiastic.

R. M. Dressengorfe, Division 12: I was riding the bus from Long Beach to Downtown L.A. when a very dangerous situation occurred. Part of the front tire of our bus came off! We were on the freeway at the time and if it hadn't been for the excellent driving of the operator we all might have been killed. I commend her for handling both the bus and passengers very well.

Charlie W. Kenan, Line 33: This driver insists that there are no people smoking on the bus, and he makes the inconsiderate ones turn off their loud radios. Consequently, it makes for a very pleasant ride. In these days, when so many do not seem to care, it is gratifying to see an effort made by someone who does.

Ovetta Hayes, Line 770: She has made what would otherwise be a boring chore a delightful experience. On one occasion she made my day a truly special one when she presented me with a birthday card. The spirit of camaraderie she has instilled in all of us who take her bus regularly, her capable driving and her unfailing courtesy should not go unnoticed.

T. Mayorga, Division 9: First, I would like to thank RTD for providing transportation to the Los Angeles County Fair. I don't have a car and would not have been able to go if you had not provided this service. And, the fact that the buses were running every 10 minutes to give everybody a seat was great. Secondly, I would like to mention the fact that, when the bus ahead of ours broke down and our bus picked up all the people, our driver simply rolled with the punches. I know it must have been a problem with all those people (and some complaining) but he was marvelous. It was a very pleasant ride and I enjoyed it.

M. Jackson, Division 9: It is a wonderful feeling to be treated with respect and as if you really mattered. To me this gentleman is everything a driver should be: courteous, alert, neat and he displays a good feeling towards people and drives the bus with confidence. He makes you happy to take the RTD.

James P. Augustin, Line 86: He always greeted passengers in a friendly and polite manner. If a rider was unsure of how to get to his or her destination, the driver would politely give the information needed. If he saw someone running for the bus and he was already stopped at a bus stop, he would wait (This is a very rare trait as most operators are more concerned with keeping on schedule). He remembered where the regular riders boarded and got off. If I had a vote to select the Driver of the Month, he would get it.

S.J. Ruessner, Line 39-G: I was impressed with the excellent manner in which she announced both street crossings and connecting bus lines. She used the bus speaker system, her enunciation was clear and her announcements were easily understood.

There were quite a few surprises in this season's RTD Softball League Championship Tournament.

The team that won the tournament finished fourth in the seven-team league, barely qualifying for the playoffs.

The team that won the tournament was blown away in the first round of the playoffs and had to struggle back through the loser's bracket, knowing that the next loss would be the last. The team that won is from a division situated on a landfill that is slowly sinking at the junction of the San Diego and Harbor freeways.

The team that won is Division 18 and mechanic Alex Mays, who manages the Blue Jays, summed up the entire season succinctly when he said, "It's been an up and down season."

The Blue Jays entered the fifth annual softball league championship sporting a won-loss record of 6-5-1. They were completely blown out of their first-round playoff matchup 18-1 by the defending league champion Mainliners from Headquarters, who were trying for their fourth title in five years.

The Blue Jays pulled their act together in the loser's bracket and handed impressive defeats to teams from Division 6 and 7 to set up a championship confrontation with — who else? — the Mainliners.

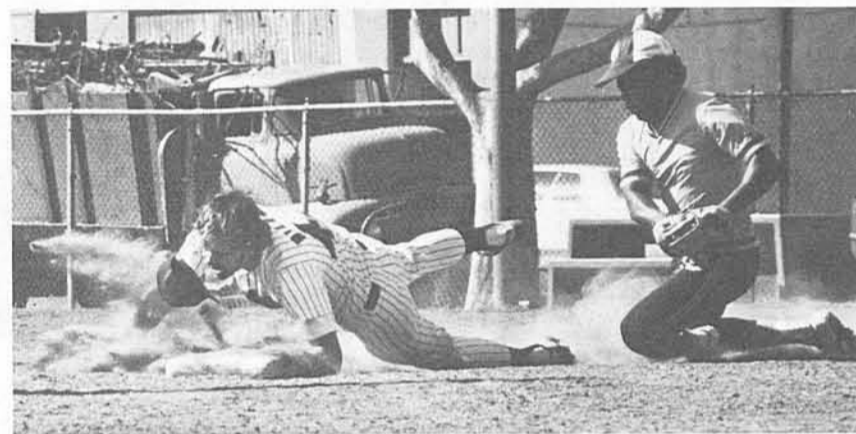
Since the playoffs were a double elimination tournament, the Division 18 diamond corps had to score two wins over the Headquarters nine. Manager Mays reports his team was undaunted by the prospect, despite the earlier lopsided score.

The outlook was bleak for the Blue Jays as the Mainliners opened up with a three-run first inning and stretched the lead to 6-2 by the fifth. With their backs to the wall, Division 18 capitalized on several HQ miscues in the closing innings to come away with a 9-8 victory.

The Blue Jays kept the momentum going in the second game to score a 13-10 victory and capture the crown from the demoralized Mainliners.



Surprise, surprise!
It's Division 18



Playball!

And that's just what they did for more than six hours in back-to-back championship finale to the most closely contested RTD Softball League season in recent years. Action included Headquarter's Pete Serdenis diving under the tag of Blue Jay's second baseman James Bragg, but being called out for leaving first base early. Bragg later made a clean out on HQ's Jon Hilmer (left). Below left, Ralph Carapia just missed putting the tag on Alvin King's attempted steal. King, who shared co-MVP honors for the playoffs with defensive leader Charleston Blue, clouted two home runs during the championship bouts to push his season total to five. He also led the team in stolen bases. Above, a batman's eye view of Blue Jay relief pitcher Larry Morris, one of several pitchers the Blue Jays relied on to get them to the championship. No. 1 pitcher on the team for the past four seasons has been Princeton Smith.



THE WINNER — Division 18's championship team consists of (standing, left to right) Robert Landries, Wild Bill Kelso, Willie Pickins, Pervies Ary, Steve Bialobzeski, Titus Daniels, adviser Jesse Harper, James Braggs, (kneeling, left to right) Vernon Lewis, Theodore Long, Jr.,

Charleston Grantham, Alvin King, Charles Mahoney, Dwight Duperon, manager Alex Mays and Larry Morris, who took the group photo. Not pictured are Brian Roberts, Princeton Smith, Eldroy Brewer, Ray Charles, A. C. Howard and Ciedrick Bisino.

Phillips, Anderson, Miranda garner kudos

Operator Robert L. Phillips, Mechanic-A Quade Anderson and Information Operator Jacquelyn Miranda were honored by the Board of Directors for their outstanding service to the District. The trio received Certificates of Appreciation as Employees of the Month during a ceremony in the Board Room, plus a \$50 bonus check.

Phillips, who works out of Division 12, operates Line 844. During his 34 years of service he has acquired a 29-year Safe Driving Award, was one of the first operators in the District to receive 90 merits on his record, has not had a missout in 24 years and has made a lot of friends with his pleasant smile and personality.

Anderson has proven to be one of Division 2's most valuable assets since joining the District in 1971. He is a recognized expert on coach electrical systems, regardless of the model. Anderson, who soon plans to move to New Zealand and buy a sheep ranch, was also instrumental in the research and development of a coach modification designed to prevent damage to transmissions. (The modification prevents the transmission from being shifted into reverse until the coach has been brought to a complete stop).

Miranda has been an information clerk for the past 14 months and is one of those people who are just going to work when most of us are going home. She works the late shift in the fourth floor information center downtown and the accuracy of her information and her efficiency in handling calls have earned her an excellent reputation. Her patient, courteous manner has resulted in praise, not only from her supervisors, but from the customers she serves.



PARTICIPANTS — Taking part in the Employees of the Month ceremony in the Board Room were (from left) Information Operator Frank Sahlem (receiving a previous month's award), Manager of Customer Relations Bob Williams, Information Operator

Jacquelyn Miranda, Director Jay Price, Operator Robert L. Phillips with Division 12 Transportation Manager J.J. McCullough, Mechanic Quade Anderson with Division 2 Maintenance Manager Ken Miller.

Blood donor drive hopes to set new record

More than 1,000 people need blood every day in the Los Angeles and Orange counties area. To meet this demand, the American Red Cross must reach close to 1,500 volunteer blood donors daily.

On December 12 RTD employees will have a chance to help someone who needs blood. On that Friday, a Red Cross Blood Drive will be held in the area north

of the Administration Building Cafeteria on the third floor between the hours of 11:30 a.m. and 4:30 p.m.

Employees between the ages of 17 and 66 who are in good health and weigh at least 110 pounds can set up a 20-minute appointment to donate a pint of blood through their department coordinator.

"Thousands of people in the Los Angeles area, including District employees, their family and friends, need blood everyday," says Personnel Analyst Rebecca Nunnelee, who is coordinating this year's District donor drive.

"The Red Cross provides 95 per cent of all blood needed and their

supply is dangerously low. Since California law prohibits the use of paid donor blood in most cases, this supply can only be maintained by volunteers," she explains.

Last year, the District's blood donor drive set a record by netting 97 pints of useable blood. Nunnelee hopes this year District employees will set a new record.

One objective of the drive, Nunnelee says, is to insure RTD employees and their families continued access to unlimited supplies of blood when the need arises.

But the bottom line is the truly good feeling you get from knowing that your donated blood could possibly save someone's life.



Retiree recognition

It's always nice to see a fellow employee retiree after a long and rewarding career, but those retirements deprive the District of year's of experience and dedication to duty. Fortunately, only three employees retired last month. Receiving words of praise, thanks and commemorative plaques presented by Director Gerald Leonard (right) were Instructor of Vehicle Operations Leonard Medlock (with his wife at left) and Division 9 Operator Berlie Cantrell, with his wife. Both men had 35 years of service. Unable to attend the ceremony was Division 8 Operator Harold Moberly, who has retired after 40 years of service.



Line 88 project tests bikes on buses

RTD customers using Line 88 now have an opportunity to combine two forms of energy saving transportation at the same time, thanks to a new Bike 'n Ride service which began last month.

Each line 88 bus will be equipped with bicycle racks on the rear that can hold up to four two-wheeled vehicles. About two dozen bus stops along the route, which runs between the San Fernando Valley, UCLA and Los Angeles International Airport, have been marked with special bike route symbols below the familiar yellow triangle.

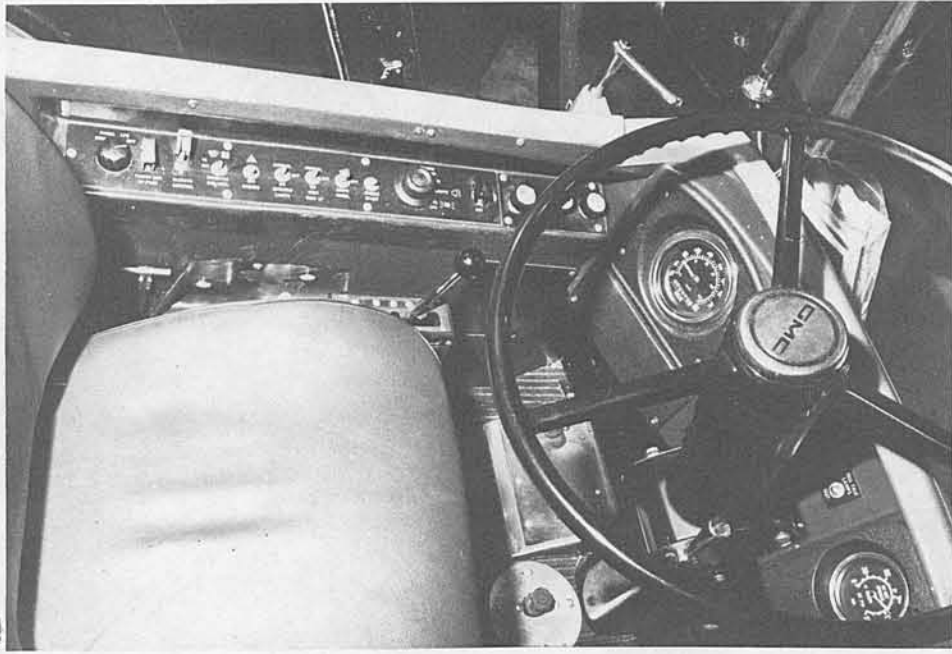
Patrons wishing to use the new service go to one of the specially marked bus stops along Line 88. Buses operate at 15 minute intervals seven days a week on the line.

When the bus arrives, the passenger informs the operator that they wish to use the bike rack. The bicyclist then places his bike into the rack and secures it with a restraining bar that may also be locked in place if the passenger has a padlock.

The passenger then boards the bus and pays the fare. There is no additional charge for use of the rack. When the passenger reaches his destination, he tells the operator that he will be removing his bicycle from the rack.

The experimental one-year RTD project began Saturday, November 15. The concept of bikes on buses is used in Europe and has been implemented with some success in San Diego and Santa Cruz.

The District wants to learn whether Los Angeles is a feasible area for this service. The project, being conducted in cooperation with the City of Los Angeles, is funded by a \$50,000 grant from state gas taxes as part of a campaign to encourage commuters to bicycle and bus rather than drive.



THE DRIVER'S SEAT — Excellent visibility and clearly marked controls, lights and gauges highlight the driver's cockpit in the RTS II-04.

RTS II-04 spells relief for District's aged fleet

(Continued from page 1)

Another feature is that the new engine is designed to run on either No. 1 or No. 2 diesel fuel. No. 2 diesel is about 4½ cents cheaper per gallon than the No. 1 diesel presently used in all District buses. Davis estimates that use of No. 2 diesel could save the District more than \$1 million annually in reduced fuel costs.

The District was also able to save more than \$1 million by arranging to purchase and install electronic headsigns directly from the manufacturer, rather than through GMC. The savings amounted to more than \$1,100 per bus.

Other features of the new

coaches include rear-door wheelchair lifts with space for two wheelchairs by the rear door, hard plastic passenger seats in the rear of the bus to help deter vandalism, half-inch thick acrylic windows tinted black, "stop requested" signs activated by sensor strips that only ring one time for each stop.

For the operators, there are high back air-ride seats and an adjustable tilt steering wheel.

The \$146 million purchase price was paid for with an 80 per cent grant from UMTA, with the 20 per cent required local funding obtained through the sale of equipment trust certificates by the District.



Tricks
or
treats?

The spirits of Halloween invaded several departments at District headquarters this year. In addition to the colorful characters who daily ply Main Street in front of the building, the halls abounded with devils, demons, goblins and clowns. In the telephone information section, the operators didn't trick anyone but treated themselves to a buffet luncheon. Above left are (front row) Dorothy Jernigan, LaVerne Kelley, Edith Miller, Sue Wilber, Charlene Gibson, Rose Mays, (back row) Hazel Eremento, Rosemary Cendejas, Marcella Silva and Marie Tervalon. In the Employment Office (above, right) spirits were running high among (from left) Linda Howard, Janet Wentz, Yolanda Perez, Pam Nieves, Linda Temporary, Pam Kelley, Debra Flores, Danny Medina and Arnold Gainey. Getting in the spirit in customer relations were (from left) Sara Romero, Robert Rosenberg, Michael Cohen and Ruth Rogers.

DCP enrollment to close soon

Taxes and retirement are two items that concern every working person. Well, the District has a program designed to help you ease the burden of the former while preparing for the latter.

The Deferred Compensation Plan permits District employees to set aside a portion of their wages and not pay taxes on that money, or the earnings thereon, until their retirement when taxes should be lower.

Enrollment is open for one month each year, from November 15 through December 15. During this period, employees may sign up for the plan or, if they already participate in the plan, they may increase or decrease the deferred amounts or change the way the funds are invested.

The plan, which is supervised by District Treasurer Joe Scatchard and approved by the Internal Revenue Service, offers four investment options.

For more details about the Deferred Compensation Plan, contact Marquardt at extension 6593.



Heroic
actions

Mr. and Mrs. Ed Alvarado are regular riders on Line 56 serving the Tujunga area, where they live. They usually sit up front to chat with regular operator James K. Barnes or just watch Jimbo, as his regular customers affectionately called him, operate the big vehicle. When operator Barnes collapsed at the wheel of the bus on October 4, the victim of a fatal heart attack, Ed Alvarado immediately reacted, guiding the bus to the curb, setting the emergency brake and activating the radio to notify dispatch of the situation — all actions he had seen operator Barnes do at one time or another. For their heroic action and humanitarian service, RTD Board President their heroic action and humanitarian service, RTD Board President Thomas Neusom (left) presented Mr. and Mrs. Alvarado with a special commendation from the District.

New Ms. RTDs have the world seeing double

The Ms. RTD contest, which normally recognizes one of the District's passengers as an RTD goodwill ambassador and provides a three-month free bus pass, will have a double winner this fall. And it wasn't a tie.

Bertha and Sophie Fox, identical twins from Los Angeles, have been named co-recipients of the quarterly honor.

The Fox twins first came to Los Angeles 11 years ago from Philadelphia. They have found the District so ideal for their transit needs that they sold their car and now use the bus as their sole source of transportation.

And, for the three months of their reign, each will be able to travel for free anywhere within the District as both will receive monthly passes. They will also represent the District at promotional functions and other activities.

Because of their remarkable resemblance, while in Los Angeles they have appeared on Hollywood Squares, the Mike Douglas Show and in a commercial for Continental Airlines.

When they were introduced to the Board of Directors at a recent meeting, Bertha noted, "The RTD's drivers are always so polite and congenial to us when we board the bus," while Sophie added, "And good looking, too."

Once, when obtaining their monthly passes at the District's Wilshire Boulevard ticket office, one was several positions ahead of the other in line. When the second reached the ticket clerk, the clerk looked up puzzled and asked, "Don't you already have your pass?" She became quite flustered when the twin pointed to her sister.

As youngsters they experienced



WHO'S WHO — Outgoing Mr. RTD Frank Miller (right) passes the keys to the kingdom to the new co-Ms. RTDs, identical twins Sophie and Bertha Fox. That's Sophie on the left. Or, maybe it's Bertha.

the typical mix-ups all twins go through. The teacher would frequently give one's grades to the other. They have no problems at the bank, however, since they put their money together and use it to-

gether. If you should see the twins anywhere in the system, stop and say hello. They'll appreciate it and a few minutes of speaking with the vivacious sisters who smile so

readily can improve anyone's day. They can usually be found on Line 4 (Melrose-West Olympic), Line 83 (Wilshire), Line 89 (Fairfax) or Line 877 (Hollywood-Culver City).

Safety incentive program could be ticket to success

There's an old adage that says you're better safe than sorry and a lot of employees will be sorry if they miss a chance to see a Lakers basketball or Kings hockey game courtesy of the District's Safety Department.

As part of an incentive program designed to encourage employee participation at periodic safety meetings, drawings are held for free tickets and other comparable prizes.

The only catch is that you have to attend the meeting to be eligible for the drawing.

Director of Safety Joe Reyes says the idea is not new to the transit industry.

"For years safety trainers have realized that getting people to attend safety meetings is half the battle," Reyes says. "Once you gain the employees presence, they usually provide enough feedback to fuel meaningful safety discussions."

The program is proving particularly valuable in attracting operators to the meetings, since the sessions are held in the division train room and the operators — who are on their own time — attend voluntarily.

"In the past we considered it a good turn-out if we attracted five per cent of a division's operators," Reyes says. "Now, we're averaging more than 30 per cent."

Buoyed by this success, Reyes is now taking the program one step further by reaching out to operators at layover zones and terminals.

"We felt that quite often employees are not able to attend safety meetings at the division due to their fluctuating work assignments," Reyes explains. "Since they can't get in to see us, we're going out to the street to see them."

Safety Specialist Frank Larson goes out and talks to the operators

— if they are willing — and then has the operators fill out a slip that is put with others for the drawing.

This extension of the incentive program is also being used in conjunction with the Safety Department's Target Line project, designed to concentrate safety efforts on lines that have exhibited a higher degree of problems than normal.

Larson observes the operators on these lines, then visits with them in the layover zones and terminals to remind them of the lines' particular problems and offer any observations of patterns or problems he has noticed.

"This allows us to provide direct and immediate attention to the problems germane to the target line," says Reyes.

He adds that the incentive program is proving to be a very cost-effective way of reducing the cost of accidents.

In addition to tickets to sporting

events (and more than 200 tickets were given out earlier this year to Dodger baseball games), other prizes offered include the full line of District logo items available through the recreation department.



DUCATS — Safety Specialist Frank Larson with a fistful of free tickets.

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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