

Board adopts final plan for 1980 SIP; District gears for timely implementation

After more than eight months of public review, comment and evaluation of community input, the RTD Board of Directors voted to adopt the Final Plan for the 1980 Sector Improvement Program at their meeting December 12.

The plan will be implemented in September of this year.

The initial proposal for the massive sector improvement, the largest and most ambitious in RTD history, was introduced in March of last year. After months of public comment and staff analysis of those comments, a revised plan

was presented for consideration at a final public hearing on November 17. The results of that hearing and minor plan modifications were certified by the board in adopting the Final Plan.

According to Principal Planner Steve Parry, RTD's resources now will be brought to bear on the timely implementation of the plan, which will affect upwards of a half million District passengers in the North, West, South Central and Central City areas.

Parry said that a target date of September 14, 1980, has been set

for having the plan in operation, but hinges on such critical factors as completion of schedule preparation, headsign production (a new, easier to use and understand line numbering system will be introduced as part of the plan) and operator training and orientation.

The Final Plan:

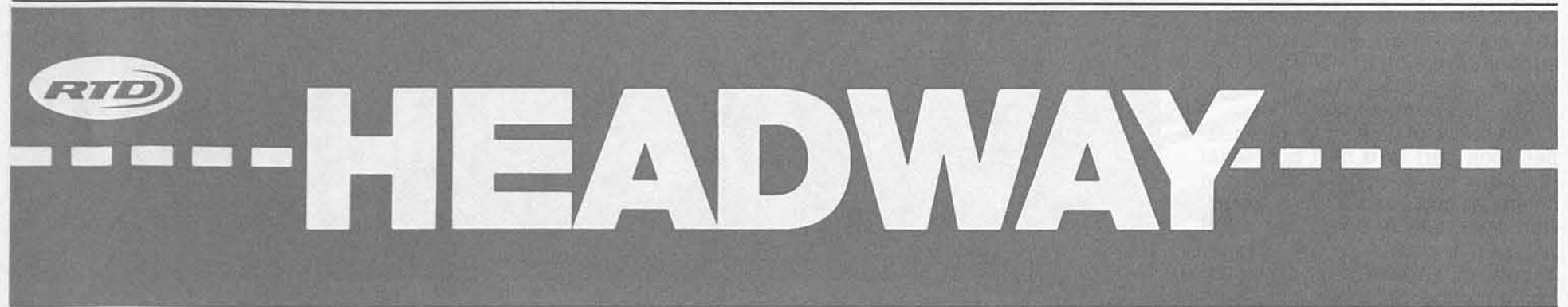
—Will add 135 miles of new service, including service on streets that now have no buses.

—Completes a county-wide grid system with buses operating frequently on all north-south and east-west streets from downtown

Los Angeles to the San Diego Freeway and from the Hollywood Hills to Century Boulevard. (The grid system, in addition to being easier to operate on, eliminates the need for transfers for trips along a single street and provides access to any point in the grid with only one transfer).

—Establishes 17 multi-line transfer points, or focal points for local and regional bus service. These transfer points will provide access to improved service in the areas outside the grid and augment the grid in certain areas.

Southern California Rapid Transit District



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FROM BOWL TO BOULEVARDS

Star shuttle service debuts in Hollywood

Participating in the revitalization program currently underway in Hollywood, the RTD began a new Hollywood Star Shuttle service on Saturday, December 8, that will carry passengers between the Hollywood Bowl's parking lots and businesses in the Hollywood business district.

Offering frequent service on a seven-day-a-week basis from 10 a.m. to midnight, the Star Shuttle buses will be easily recognizable as a result of a special paint scheme and colorful banners on

the front of each shuttle bus. They will stop at 10 to 15-minute intervals at locations featuring a special sign showing a map of the shuttle's route.

While service on the Star Shuttle will be similar to that offered on the District's mini-bus routes in downtown Los Angeles and Westwood, the equipment used for the Star Shuttle will be the larger, 30-foot, 35-passenger buses.

The City of Los Angeles is covering the estimated \$281,000 cost of the operation from the Holly-

wood area's parking meter fund as a seven-month pilot project. In June, 1980, the impact and success of the service will be studied and improvements will be implemented if continued funding is available.

"The Star Shuttle has long been a dream of the Hollywood community," said RTD board member George Takei during dedication ceremonies attended by District officials and local dignitaries. Takei, one of two board members appointed by Los Angeles City

Mayor Tom Bradley, worked closely with members of the Hollywood Chamber of Commerce and the Hollywood Revitalization Committee to get the service implemented.

"The cooperative spirit among the Hollywood Chamber of Commerce, the Hollywood Revitalization Committee, the Los Angeles City Council, councilwoman Peggy Stevenson (in whose district the service runs) and the District helped make the Star Shuttle a reality," Takei said.

The Star Shuttle will transport passengers from the Hollywood Bowl's east parking lot at Highland and Odin (where plenty of free parking is available) to any of some 20 stops along Hollywood Boulevard and Sunset Boulevard. The service will run east on Hollywood to Vine, turn south to Selma, east to El Centro, south to Sunset and then loop back to Vine, retracing its steps to the Bowl parking lot.

District officials and members of the Hollywood community are hoping that a large number of people will take advantage of the service, which will help shoppers save parking lot fees and avoid traffic congestion, while cutting down on air pollution and energy consumption.



Star
studded
debut

Featuring distinctively decorated, intermediate-size buses, the Hollywood Star Shuttle service began operation in early December. In typical Hollywood fashion, the service was inaugurated with a procession through Hollywood led by a vintage, 1900s open-air double decker bus carrying celebrities, local business and political leaders and District officials. The Hollywood High Pep Band rode along and provided musical accompaniment. The procession wound up at the Hollywood Brown Derby Restaurant for refreshments.

Happy
New
Year

TRIPPERS

Mini-celebration

RTD helped to celebrate the holiday season—and get downtown shoppers around a little faster—by increasing the downtown Minibus service through December 31. The District placed additional buses in service on Line 202 to serve more patrons during heavily traveled hours. Minibuses operated approximately every four minutes during downtown rush hours. The net effect of the service expansion was to relieve some of the congestion on downtown streets brought on by the crush of holiday shoppers.

Such a deal

A number of downtown businesses took part in a free bus ticket program for shoppers making a minimum purchase in their stores. Participants in the free bus ticket program included some 42 merchants in Little Tokyo, Bullock's and a number of fashion outlets on Los Angeles Street and Figueroa Street.

Home sweet home

RTD has filed an \$89 million grant application with UMTA for a new District Headquarters and Central Maintenance Facility. The facility would be situated on a 27-acre site north of Macy Street between Vignes Street and the Los Angeles River. The property is adjacent to the city's soon to be completed Plaza Technical Center and near the county jail. Near Union Station and just a few blocks northeast of the Civic Center, the facility would consolidate administrative headquarters, a central maintenance facility and the operational headquarters for the planned 18-mile Wilshire Corridor subway. The downtown terminal station for the rapid transit starter line would be located nearby. Current plans call for the Macy Street facility to be operational in approximately five years.

Signs of the Times

For their outstanding support of public transportation, the Los Angeles Times and Rockwell International were honored recently by the RTD Board of Directors. The Times initiated a program of making available RTD monthly passes to its employees at half-price, with the newspaper paying the other half.

"This represents a major step by a major employer in supporting regular use of an alternative to the private automobile," said Board Vice-President Ruth Richter in making the special presentation. "Recognizing that our nation faces a difficult energy future, the Times continues to play a leadership role in encouraging the conservation of vital national resources."

Rockwell International was commended for its role in encouraging the use of public transportation. At its Energy Systems Group and Rocketdyne facility in Canoga Park, the company recently declared a "Take the Bus to Work Week." In addition to providing special RTD information displays for employees, the company offered bus schedule information in its newsletter and a number of free RTD monthly passes in an employee prize drawing.

(Please turn to page 11)



There have been some great heroic dogs who have fought their way across the silver screen. Rin Tin Tin, Lassie, Benjie. Sharp-eyed German Shepherds, Collies with flowing, well-manicured coats and cuddly little mongrels with big warm eyes that look right into your heart. They do everything in their movies except talk and they are never, ever bothered by ticks or fleas.

And then there is Brownie.

Brownie will never win any blue ribbons at a dog show. Each day of his 15 years on the streets and in the alleys of rough and tumble Riverside is evident in the lines on his face, in the scars which show darkly through his dusty tan coat, and in his cautious approach to every situation.

But the few District employees who still man the outlying RTD terminal in Riverside would not trade their unofficial mascot for a kennel full of Lassies or Rin Tin Tins. For, you see, Brownie is as much a hero as any dog who ever bounded through the window of a burning

building to drag a child to safety in the Saturday afternoon matinees.

Brownie, who is part of that breed known as the All-American Dog (also known as mutts), has made the former Division 13 his home for the past 12 or 13 years. Regular bus operations from the small division were suspended in April of 1977 after the Riverside

'He's simply protecting his home. All the fellas here love him'

Transit Agency was formed and began operations in the area. RTD still operates interurban runs from the location, situated at the crossroads of the Pomona and Riverside freeways, to San Bernardino, Long Beach and Los Angeles.

Despite the decrease in activity, Brownie has stuck it out. And that has paid off for the District.

Early one Sunday last month, about 4 a.m., a security guard pat-

rolling the location heard Brownie barking frantically. He asked some local police officers, who had stopped by on a routine patrol, to wait while he looked into the disturbance.

The barking was coming from the back of the yard and when the guard got there he found Brownie barking and bouncing around a young man who was sprawled helplessly on the ground with a 50-pound bus battery on his chest. The police were summoned and they took the youth into custody.

As far as anyone can tell, the young man was apparently attempting to boost the battery over the fence when Brownie foiled his plans. Forced to choose between the police and Brownie, the youngster gladly submitted to arrest.

Dale Hamilton, one of the operators working out of the Riverside facility, describes Brownie as a rare animal who has proven to be a lifesaver for the location.

"As far as I know, this is the third incident involving Brownie breaking up an attempted burglary," Hamilton says. "I don't think the dog's ever had any kind of formal training, he's simply protecting his home. All the fellas out here love him."

Operator Bob Flemming, who has taken responsibility for seeing that Brownie has something to eat everyday, agrees with Hamilton and points out an interesting reward that Brownie received for his heroic actions.

It seems that some time ago Brownie decided to play around in something that left him quite unpleasant to smell. He was banished from the small train room. Since saving the day, he has been permitted to sleep in the train room once again.

And that, apparently, is all that Brownie wants in the way of a reward. He certainly does not want publicity. When a photographer came out to Riverside from downtown Los Angeles to take his picture, Brownie posed just long enough for one photo and then scurried off down the street. Even a handful of dog biscuits could not turn his head.



GUARD DOG — Operator Bob Flemming (above, right) stops for a chat with Brownie, a genuine Hero Dog, before the canine starts his patrol of the Riverside yard.

Understanding Transit-ese . . .

Just about every industry or line of work has a special language all its own — words or phrases which are unique in their meaning or application to that particular occupation and which tend to lend a certain degree of professionalism to the picture.

For example, only bankers and lawyers understand each other when the conversation turns to talk of codicils, holographic wills or testamentary trusts. Law enforcement officials tend to speak to each other in codes, going Code 2 when they are in a big hurry to get somewhere, or Code 7 when they are out to lunch. Professional writers tend to obfuscate their verbiage with polysyllabic communication.

And the transit industry is no exception.

Newcomers to the Southern California Rapid Transit District can only scratch their head in wonderment the first time they hear someone talking about deadheading for a non-biddable tripper or dragging the line because of excessive dwell time.

In an effort to alleviate the confusion, the Employee Education, Training and Development Department has come up with a "Glossary of Transit Jargon" for new employees. Compiled by Management Assistant Nancy Leon, the booklet, which is being produced in the District's print shop, contains definitions for nearly 100 transit-related terms and abbreviations.

Following are a few excerpts from the pamphlet.

BASE PERIOD — Bus service operated between peak periods (see Peak Period), which in L.A. is from 9 a.m. to 3 p.m.

BIDDABLE TRIPPER — A short

driving assignment during either the morning or afternoon peak period which can be bid by an operator in addition to his regular assignment.

DEADHEADING — Driving a bus that is not in passenger service.

DRAGGING THE LINE — Operating behind schedule (also known as dogging it).

DWELL TIME — Time spent at bus stops loading or unloading passengers.

EXPRESS SERVICE — A bus which operates non-stop or with a limited number of stops between two designated locations.

EXTRA BOARD — A pool of operators maintained to fill non-biddable assignments and vacancies caused by sickness, missouts, vacations, leaves and the like.

HEADWAY — The amount of time between two scheduled buses on the same route. (Also, the name of this publication, which in professional terms is known as a House Organ).

LIMITED SERVICE — Line service with some restrictions on boarding and disembarking.

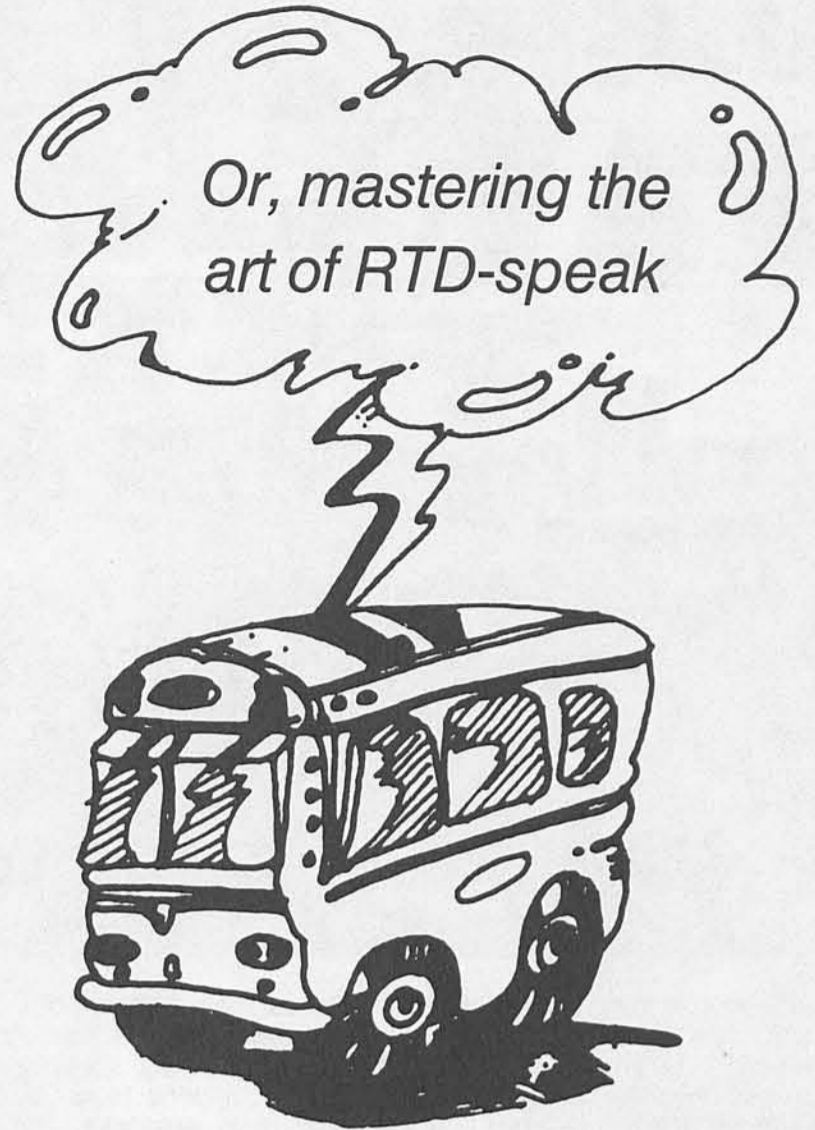
LOCAL SERVICE — Regular line service which stops at any designated bus stop for passengers to board or alight.

MISSOUT — Failure of an operator to report for work at his designated time.

NON-BIDDABLE TRIPPER — A driving assignment from the extra board, usually more than two hours long, during either the morning or evening peak periods.

PADDLE BOARD — A schedule for an individual bus.

PEAK PERIOD — Period of the day when the greatest number of passengers are traveling. Usually



governed by work and school hours, the peak periods in the Los Angeles area are 6 to 9 a.m. and 3 to 6 p.m.

REGULAR RUN — An established driving assignment which usually totals seven hours or more within a 10-hour period.

RUNNING HOT — A bus operating ahead of schedule (also, running sharp).

SPLIT RUN — A regular driving assignment consisting of two

separate parts which pay at least eight hours a day within a 10-hour period.

STRAIGHT RUN — An operator's regular work consisting of one assignment paying eight or more hours.

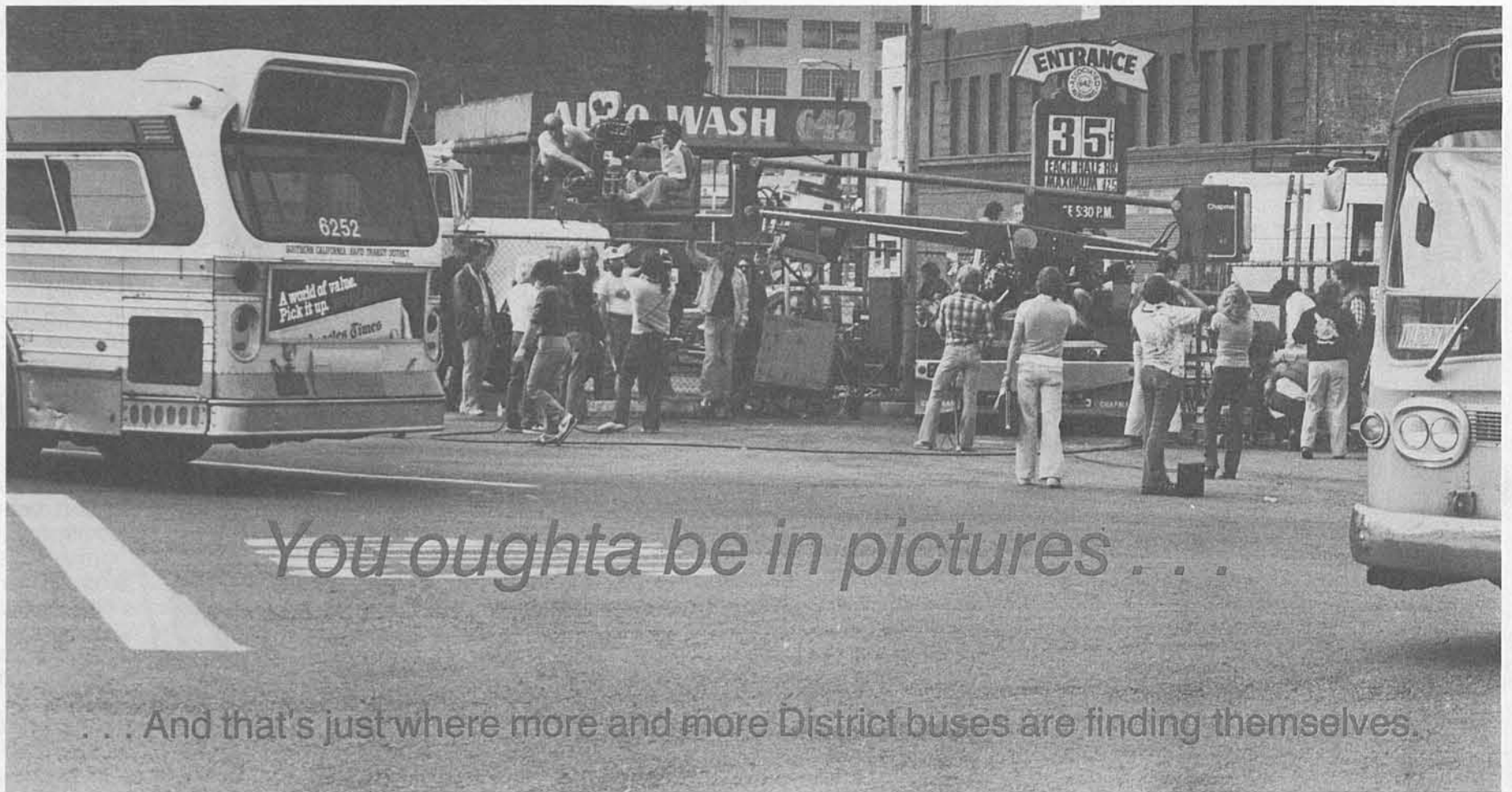
TRIPPER — A driving assignment which is shorter than a regular run.

Copies of the booklet may be obtained through the office of EETD.



Clothes, toys and food jammed the office of Employee Activities Coordinator Diane Delaney (seated) as District employees donated goods and money for the underprivileged children of the skidrow area. Mary Martinez (left) and Stella Gomez brought over a large part of what is pictured from employees at Division 2's maintenance section. All donated items, were given to St. Viviana's Church at 2nd Street and Main Street to be distributed to Skidrow families the Saturday before Christmas. At right, Father John Steinboch shows Delaney some of the goods collected. RTD was one of about six groups contributing to the effort. In addition to donated items, some \$600 was raised and used to buy food and clothes for the kids.

*Pitching in
for
skidrow's kids*



... And that's just where more and more District buses are finding themselves.

It is the kind of thing you see, but you don't really pay it any mind. However, if you are looking for it you might be surprised at how often you will see an RTD bus in a motion picture, a television show or a commercial.

You can see them in Robert Redford's new movie the "Electric Horseman." They figure prominently in a Mac Davis movie which is still in the works and tentatively titled "Cheaper to Keep Her." They are being used in other major motion picture productions like "The Black Marble" and "Hollywood Knights."

Television watchers will notice them in commercials ranging from MacDonalds and Burger King spots to ads for Crocker Bank and May Co. They have recently been used in the filming of episodes for "The Rockford Files," "The White Shadow" and "Paris."

More often than not, the appearance of a bus in a movie is not accidental. Movie companies do not set up all their equipment, lights, camera and actors on a streetcorner and then wait for the next scheduled bus to come along before they begin filming.

Occasionally, when a bus is just seen briefly in the background, it is simply a regularly scheduled run that just happens to go by while filming is in progress. However, when a bus figures prominently in a scene and has to start and stop on the director's command, then you can be sure that equipment and the personnel to operate it have come from RTD.

William R. Bennett, supervisor of passenger services and facilities in the District's Transportation Department, has the job of working with production companies who wish to lease RTD equipment, helping them get what they want and seeing we get our buses back in the same condition we lease them.

According to Bennett, in 1979 the District leased about 60 buses to private concerns, but 50 of those buses were involved in film productions.

District buses don't come cheaply if you are thinking of leasing one for your home movies. The minimum charge for use of a bus for eight hours or less is \$280, Bennett says. Beyond that, it is \$40 per hour. The rates, which include the

bus operator, are slightly higher on legal holidays. The assignments are usually worked off the Extra Board from the division or divisions nearest the location of the filming.

In addition, prospective leasees must provide the District with Certificates of Insurance and Waiver and Indemnity agreements in an amount that will cover possible damage or injury.

Another stipulation is that only SCRTD personnel are authorized to operate District vehicles, Bennett says. That means if the film company wants the driver of the bus to have a speaking part, they either have to use an RTD operator or have a District operator drive the bus up to the camera and then have the actor take the driver's seat once the bus is secured.

"There are no exceptions," Bennett says. He adds that because of this stipulation District operators are often given small speaking parts in films and commercials. When they are, they are paid an additional sum by the film company, over and above their regular District salary.

Aside from these restrictions, Bennett says the bus belongs to

the film company for the day and the District has no control over the image projected on film.

There are, however, limits to what the District will allow to be done with its equipment in the course of filming. For example, the producers of the "Incredible Hulk" television show wanted to take a District bus, replace the front door with a fake one and have the Hulk tear it off the bus. That drew a big "No" from the District.

But, Bennett says, the District has generally tried to do the utmost to cooperate with film companies and, over the years, has established very good relationships with companies like Paramount, Universal and Mary Tyler Moore Productions.

"Some time ago, the City of Los Angeles requested the RTD to work with film companies in every way possible to promote the Los Angeles area and the Southern California image," Bennett says.

The District has done that and, at the same time, reaped a considerable benefit from what amounts to essentially free advertising.

After all, if Robert Redford rides the RTD, wouldn't you?

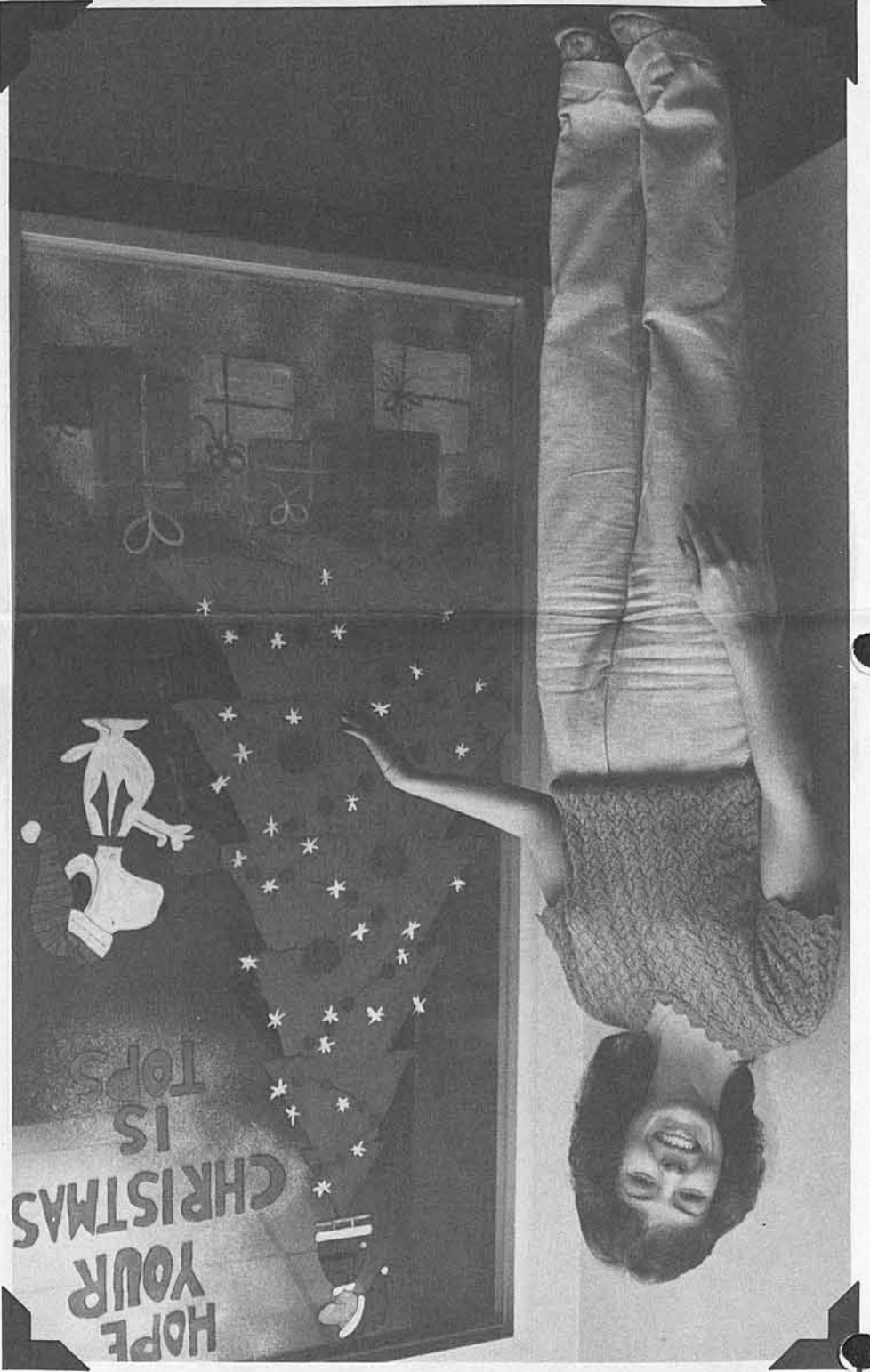


Roll 'em

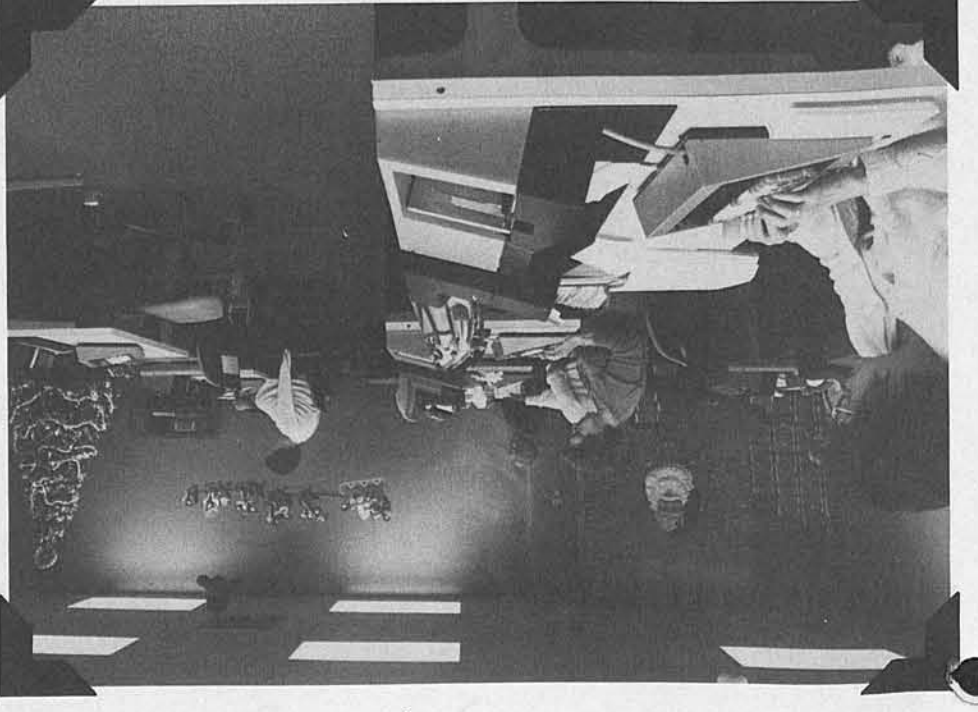
Not only District equipment and personnel find their way into film productions. RTD's Macy St. yard was the setting used for part of Mac Davis' "Cheaper to Keep Her" movie. Above, the camera's roll as a District coach pulls into the yard with Davis pursuing in a battered orange car, part of an extensive chase scene filmed around downtown. At right, a District operator gets an on-camera bit with actor Jack Gilford. Hopefully, it won't end up on the cutting room floor. Operator's get extra bucks when they appear in the films.

Holiday spirit prevails at District gatherings

From Sun Valley to Long Beach and Ocean Park to El Monte, members of the RTD family gathered together to share food, fun, memories of the year past and that particular joy that comes with each holiday season.



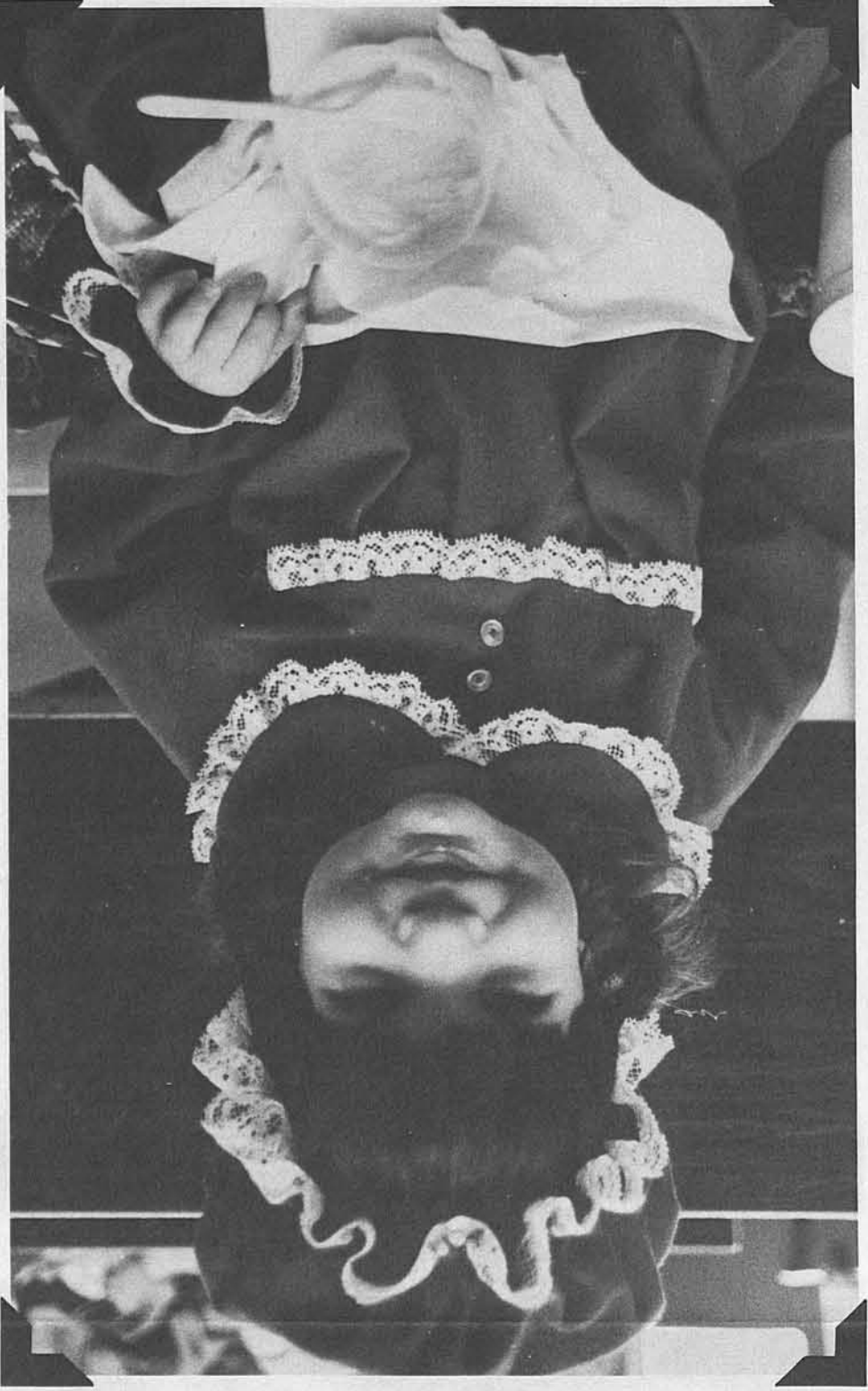
Ricki Uster was proud of her artwork



KeyPunch gets in the spirit



A deum from Santa at Div. 7



Malia likes her ice cream at Div. 12



Sam Black greets Div. 5 partygoers



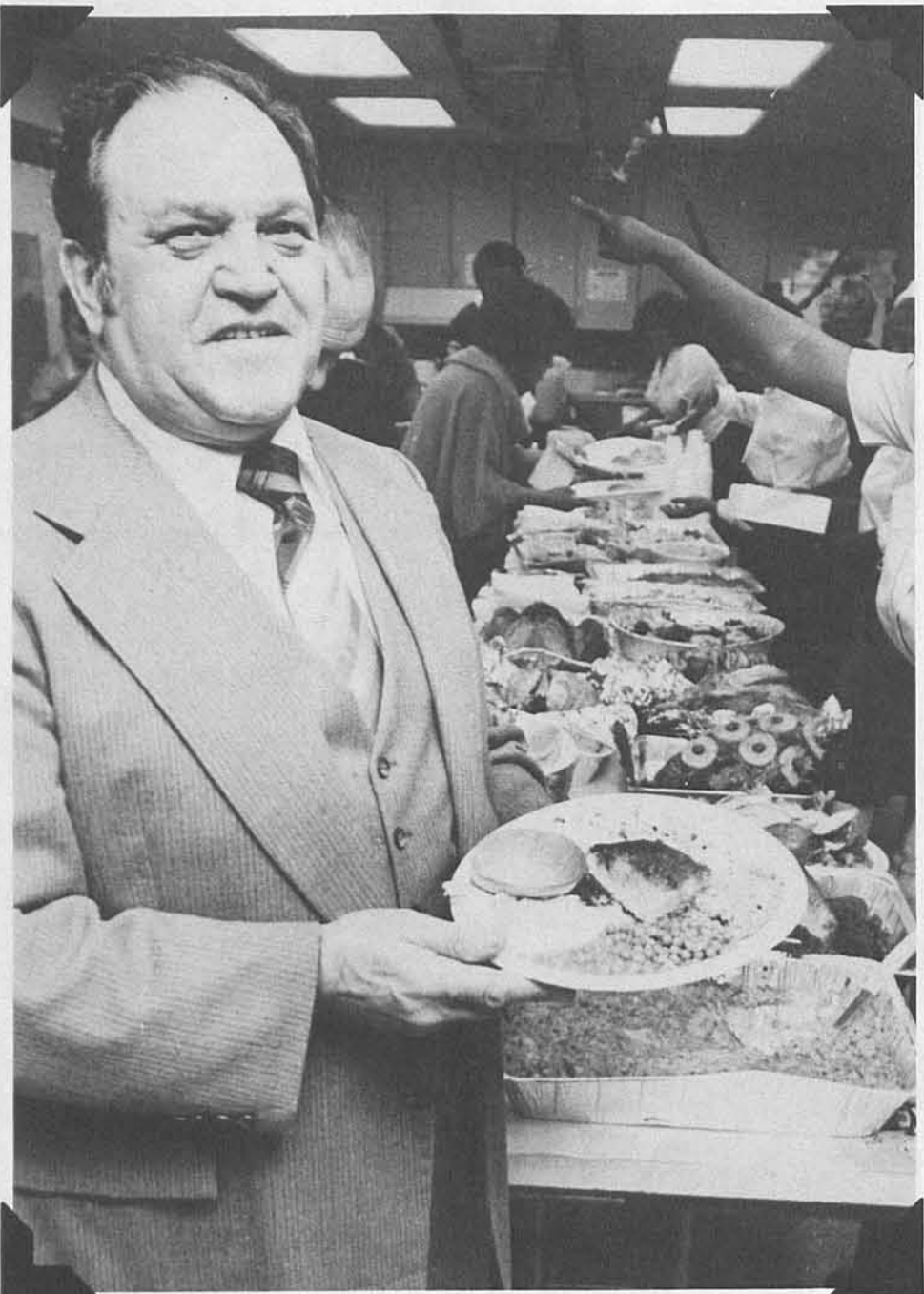
Cakes await partygoers at Div. 12



Hard decisions for youngsters to make



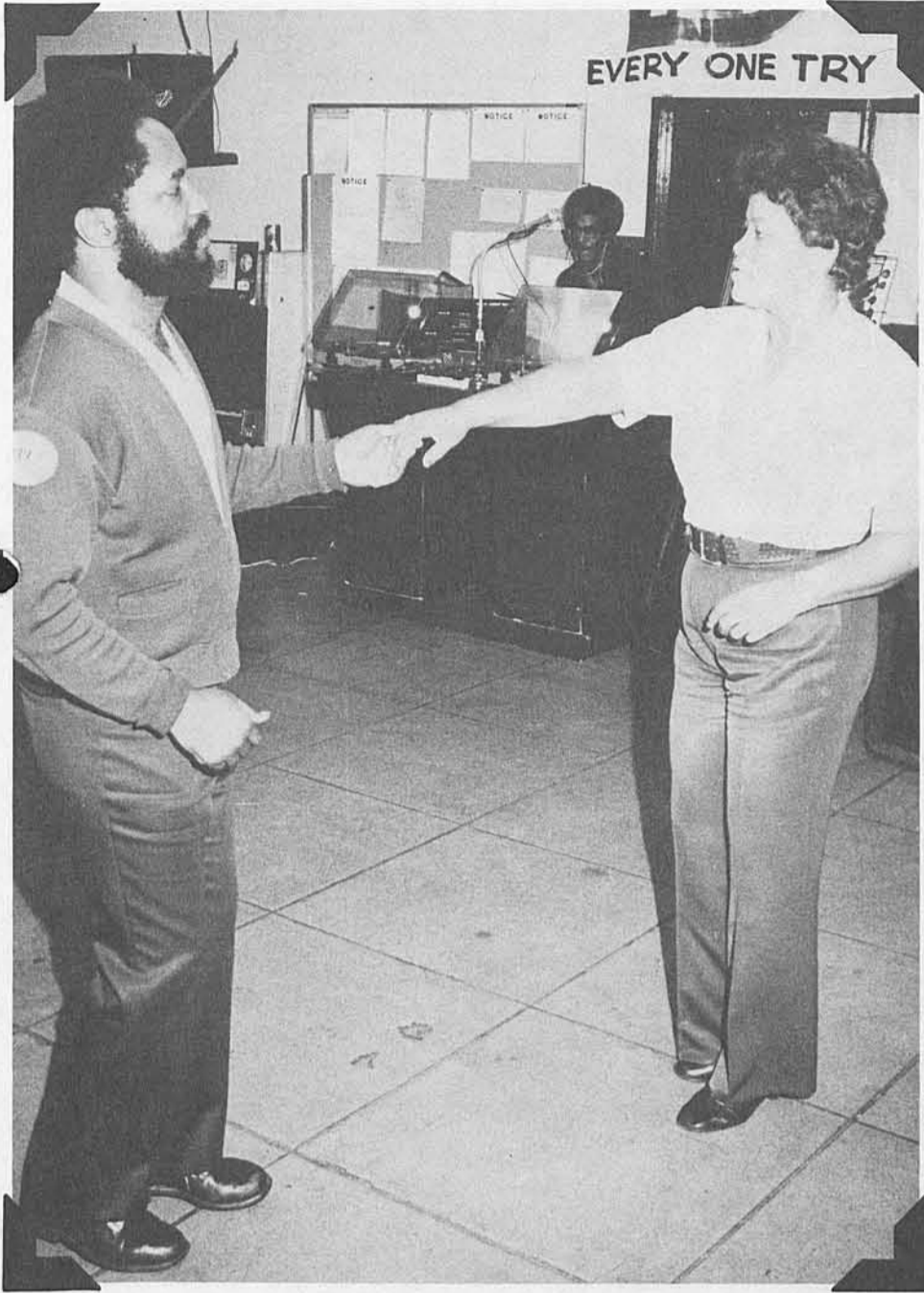
Kids see where Mom & Dad work



Ernie Giaguino samples goodies at Div. 5



Div. 6's Larry Johnson carves for Dana Coffey



Div. 2 duo do it to Disco



Carl Johnson plays Santa at Prop. Maint.



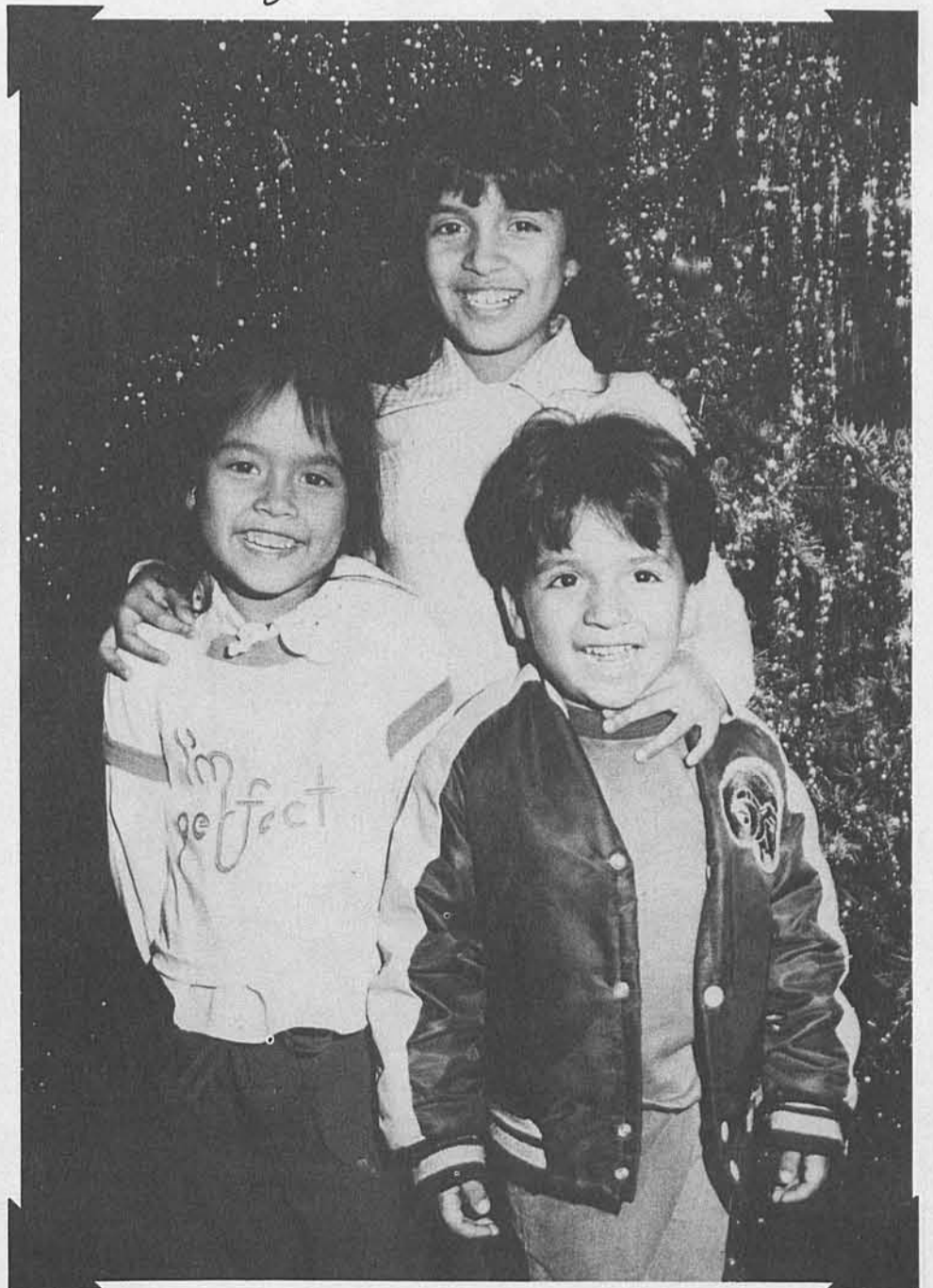
Food & fun abound at South Park



Div. 1 families get it together



Big spread at Div. 6



Waiting for Santa at Div. 1



A popular visitor at Div. 1



Potluck Panorama at Div. 7



Volunteers dish it out at Div. 3



"Are you sure he doesn't bite?"



Pretty decorations in the Trans. Dept.



Special gifts for everyone at Div. 7

'Radio shop' keeps RTD plugged in

It was not very long ago that the extent of the District's telecommunications system consisted of a few hundred mobile units operating on four frequencies. By the end of 1980, however, there should be some 2,600 radio-equipped buses in operation and those radios utilize 10 frequencies.

Currently, there is a planned expansion of the District's Dispatch Center, from eight to 14 stations, to handle the increased volume of traffic. Also, currently in the design and testing phase are plans for a completely RTD owned Microwave System. This system will greatly increase the radio system dependability as well as allow the District to install its own telephone switching network. Future plans also call for the District to incorporate into its operation the use of electronic headsigns, electronic fare boxes, automatic vehicle monitoring systems (AVM), automatic passenger counting systems and even a computerized fuel management system.

All of these systems are designed to increase the effectiveness and efficiency of District operations ... and they are all electronic.

As a result, the RTD's Electronics and Telecommunications Department is experiencing rapid growth and Ed Walsh, the superintendent of the department, says the end is not in sight.

Now headquartered adjacent to the Training Department out at Division 9 in El Monte, the Electronics and Telecommunications Department is responsible for maintaining all of the District's electronic equipment from walkie-talkie to

microwave transmitters, Walsh says.

Some of the department's responsibilities include:

- Field maintenance of all mobile radios (bus, supervisory and security) down to the component level and inspection and acceptance of all mobile radio installations done by outside contractors.

- Installation, modification and maintenance of communication systems including base stations, consoles, microwave, TV, alarms, public address and intercom systems and board room electronics.

- Bench repair, testing and maintenance of all District electronic equipment (which includes all of the equipment they installed above) and involvement in special projects requiring equipment fabrication.

- Installing and maintaining computer equipment, including Cathode-Ray Tubes, printers, terminals and data transmission equipment.

"RTD has one of the largest communication systems in the nation and also one of the most sophisticated," says Walsh. "Our maintenance group out here is not unique, however. Most larger properties have their own repair facility because it becomes unwieldy to have a vendor service you."

Harold Groff, recently appointed as Director of Telecommunications and Electronics, says the bottom line for the department is one of economics.

"It simply saves time and money to repair electronic equipment ourselves," says Groff. "It's one way of cutting operating expenses."

The Electronic Maintenance Facility in El Monte is still referred to as the Radio Shop by most of the men and women who work there since the majority of their work at present involves bus radio repair and maintenance.

Walsh says that one of the biggest problems the department faces at present is keeping its technicians abreast of the latest electronic equipment innovations. For example, the current generation of bus radios incorporate a micro-computer in the radio that is capable of "talking" directly with the central computer in the District's downtown Los Angeles headquarters.

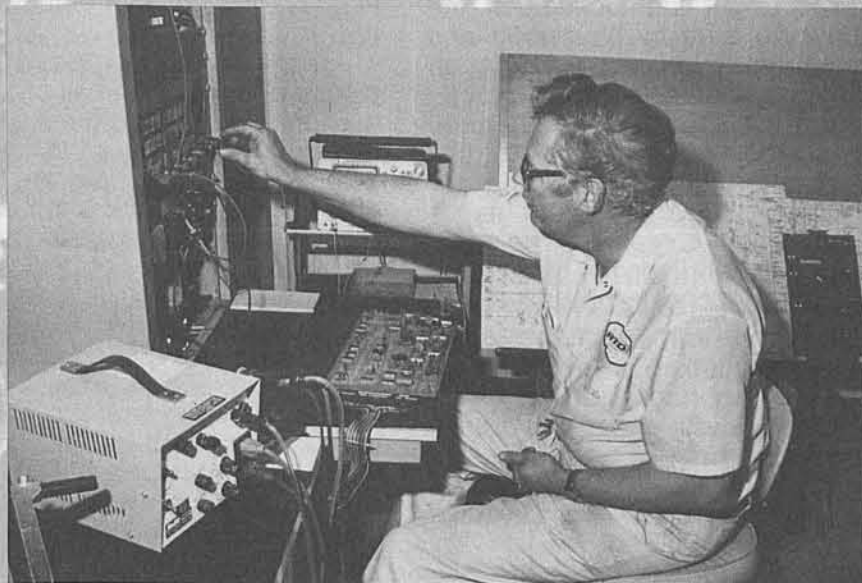
"There is almost continual internal, on-the-job training to meet current job needs," Walsh says.

Not all jobs require that the equipment be brought into the shop for repairs. As much work as possible is done in the field, using a fleet of six, fully equipped repair vans.

When a problem develops in a bus radio, for example, the operator fills out a standard defect card, which is forwarded to the maintenance facility. A technician in one of the vans visits the division and will try and repair the problem right there if he can. In the event major repair work is required, however, a replacement radio is placed in the bus if one is available and the defective unit is taken to the shop for bench repairs.

As more and more electronic systems are put into service, the Electronics and Telecommunications Department will expand to meet the need.

"The net result," says Walsh, "is better service."



PROBLEM SOLVERS

Keeping track of some 2,000 bus radios and assorted electronic gear is a full time job for members of the District's Telecommunications and Electronics Department. And the future holds much more in the way of sophisticated electronic equipment to take care of. Working in the District's new facility at El Monte's Division 9, department technicians work on everything from closed circuit cameras to the public address system in the Board Room. And not everything has to go back to the shop, either. Charles Kobashigawa is pictured (top, right) in one of six fully-equipped vans the department deploys. Most minor repairs can be made right on the spot. It gets serious, however, equipment is taken to the Radio Shop where technicians like Gene Higgins (top, left) and Pete Salviejo perform bench repairs.

SCHEDULE CHANGES

Moving Up

Elnora Adams, from info clerk to ticket clerk.
Van Ambert, info clerk to ticket and reports clerk.
Rene Angulo, from op. ex. supv. v.o. to supv. of v.o.
Aurora Z. Bahou, from typist clerk to temp. payroll clerk.
Gualberto H. Bermudez, from operator to opr. ex. div. disp.
Erma N. Baird, from typist clerk to kardex clerk.
Sophie E. Bryant, from secretary II to secretary III.
Michael Clark, from into clerk to truck driver clerk.
Frank E. Cole, from operator to opr. ex. div. disp.
Charles R. Conley, from operator to opr. ex. div. disp.
Faith Crudup, from schedule typist to schedule clerk.
Paulette A. Cunningham, from schedule analyst to planning analyst.
Sheila M. DuVernay, from payroll clerk to temp. jr. inv/acc.
Clair D. Ford, from payroll clerk to

temp. jr. inv/acc.

Francisco Gonzalez, from mechanic A to mechanic B.
Jon Hilmer, from planning analyst to assistant planner.
Daniel J. Hoddy, from operator to opr. ex. div. disp.
Wayne Ito, from mechanic C to mechanic B.
Rolando Izquierdo, from to mechanic B.
Curtis Johnson, from road janitor to road janitor leadman.
Laurence L. Johnson, from asst. div. manager (12) to div. mgr. (6).
Cecil Lackey, from mechanic B to mechanic A.
Robert Lee, Jr., from stock clerk to shipping clerk.
Frances Louis, secretary II to secretary III.
Virgilio Malonzo, Jr., from secretary II to secretary III.
Luis A. Melendez, from passgr. svc. rep. to cutter/folder opr.
James Miyasato, from st. shp. clerk, to eq. rec. spec.
Robert Nicholas, from mechanic B. to mechanic A.

Antonio C. Ojeda, from mechanic C to mechanic B.
Hugo Ponte, from info clerk to ticket and repts. clk.
Freddie D. Reeves, from temp. data ctl. spec. to keypunch opr.
Rodolfo B. Rojas, from mechanic B to mechanic A.
Roger A. Rudder, from temp cash clerk to temp cash/pay clk.
Wijnand A. Schardijn, from mechanic B to mechanic A.
Yvonne M. Sloom, from mail/duplicat clk, to temp accts. clk.
George A. Soto, from mechanic B to mechanic A.
Mark Van Volkenburg, from info clerk to ticket clerk.
Isabel D. Villalobos, from mechanic C to mechanic B.

Shifting Gears

Joseph C. Boyer, 22 years. Operator at Division 9.
Wilhelmina F. (Orth) Costello, 27 years. Secretary III to the Manager of Operations.
Ralph E. Costello, 40 years. Division Transportation Manager at Division 12.
Everett L. Gregg, 33 years. Operator at Division 5.
Henry J. Warnock, 33 years. Operator at Division 8.
Norman Michael Westhoff, 32 years. Operator at Division 9.

In Memoriam
Edward Alfred Buettner, former operator, passed away October 29. He joined the District in January, 1955 and retired in June of 1975.

Gideon Cattum, operator at Division 12, passed away October 30. He joined the District in November, 1969.

Harley Clarence Colberg, operator at Division 3, passed away November 13. He joined the company in May, 1943.

Raymond DeGrate, traffic loader, passed away November 22. He joined the company in November, 1956.

Roy Earl Horton, former operator, passed away October 26. He joined the District in September 1958, and retired in June, 1979.

Leonard Neff, former operator, passed away November 19. Mr. Neff was hired in April of 1907 and retired in August of 1927.

Domingo R. Torrez, former operator, passed away November 13. He joined the District in September, 1971 and retired in May, 1979.

Donald E. Warehime, former operator, passed away November 10. He joined the company in January, 1953 and retired November of 1974.

COMMENDATIONS

(Editor's Note: Quoted below are excerpts from a few of the hundreds of letters of commendation praising District operators which are received each month 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).

Donald R. Davis, Line 438: Operator Davis should be given some type of commendation for the fine manner in which he handles his bus both in general and dur-

ing peak traffic hours. He always greets his passengers with a cheery smile and is always willing to aid them in finding ways home after they have missed the last bus of the night. I work for a private charter bus service and I often wish we had a few operators like Mr. Davis. Men like him are few and far between. From a personal point of view, I am a physically handicapped adult and I must say that I appreciate Mr. Davis helping to make using the transit system much more easier.

Robert G. Biedrow, Line 83: My wife and I have just returned to our home in England after a very

interesting and enjoyable stay in California and we were particularly impressed by the natural friendliness of the Californians and their willingness to go out of their way to help visitors. But, even among all the many people we came into contact with, one man stood out and he was your driver. This driver was smart, pleasant, showed outstanding consideration to passengers, even to the point of waiting for them if they had not quite reached the bus stop. He announced each intersection every time the bus stopped. We asked about the location of the shopping area in Westwood and he not only told us where to get off the bus, but described exactly where the shops were. Since we flew home later that same day, this man left a final and lasting impression on us and we think he is a credit to your company. (The writer of this letter lives in Middleton, Greater Manchester, England).

Lester E. Williams, Division 8: While vacationing in your fair city I had the opportunity to share a bit of shop talk with one of your transit operators, comparing similarities and differences in transit operations between our two jurisdictions. I found Mr. Williams to be very obliging, courteous and a credit to his profession. (This letter was from the Assistant Superintendent of Transportation for the City of Winnipeg Transit System in Manitoba, Canada).

Michael Mathew and Nathaniel Anderson, Line 607: We, the 607 Regulars, wish to nominate for the Driver of the Month Michael Mathew. His promptness and pleasant personality is appreciated on the a.m. run to Los Angeles. We are going to miss Nathaniel Anderson as he was very personable, prompt and helpful. Please return him to us. (This letter was accompanied by a petition with nearly 75 passenger signatures on it).

J. C. Powell, Line 44: I am visually handicapped and regularly take the bus to the Braille Institute. A few times. I have had the pleasure of riding with Mr. Powell. He is gentleness and courtesy personified. He gets all the way to the curb when he stops and drives the

smoothest bus. He is always giving information to the passengers with a friendly attitude and I always feel safe and grateful for his service. Thank you for such a fine driver.

Willie B. Gibson, Line 93: His driving was technically expert, his ability to interweave with heavy freeway traffic extraordinary, and his minimal use of nerve and body shattering brake pressure without precedence in the several years I have been riding the buses. His manner was courteous and efficient. In other words, he was outstanding and could well be utilized to teach some of your other drivers how to drive.

Jarrett Dean, Line 26a: It was a pleasure to hear him call practically all the stops along the line. Just think how this induces the passengers to step back. We are often reluctant to step back when we are not sure just where our stop is (and we can't always see the street signs) so, we have to stand there and clutter the front of the bus. Jarrett Dean is a find!

Robert J. Miller, Line 447: At two stops there were about 80 retarded children and their supervisors wanting to board. The driver picked up half at the first stop and his bus was almost loaded. When he came to the second group, we on the bus were just amazed at his kindness and patience. He really did not have to stop for the second group, but he could tell that they wanted to go, also, so he very patiently let everyone board.

Clarence Jack, Line 826: He adheres quite scrupulously to the published schedule, and in this regard many of his night passengers feel we can nearly "set our watches" by his promptness. He gives of himself in his efforts to serve his patrons beyond the normal job expectations of promptness and efficiency. He calls out the names of the bus stops to remind his patrons and he is very patient with the elderly and the infirm. I am sure he experiences fatigue but one would never know, nor hear him utter a cross word. Rather, he always extends cheery hellos and farewells to all, mixed with a few kind words. Persons of his calibre symbolize the most important asset an organization can possess.



Tops in safety

Director Ruth Richter (left) and Director of Safety Joe Reyes (right) presented plaques to winners of the 1979 Third Quarter Safe Performance Award. Division 8 took transportation honors as its operators achieved a 39 per cent improvement in their safety record by operating more than 23,000 miles between accidents. At Division 15, maintenance personnel improved their lost time accident history by 51 per cent, averaging over 7,200 work hours between accidents. Accepting the plaques were Div. 8 Transportation Manager Gerry Woods (second from left) and Div. 15 Maintenance Manager Cliff Lawson.

Board, District laud outstanding employees

In recent years, some truly remarkable employees have been honored through the Employee of the Month program and the latest trio is certainly no exception. Lauded for the outstanding performance of their duties were operator Ron Johnson, mechanic Jimmy Homar and information operator Michael Brewer.

Johnson, who operates on the 436 line out of Division 3, has been with the District just over six years, yet his record of safety and



OUTSTANDING — Honored for the outstanding performance of their duties were employees of the month for November. With Director Mike Lewis (left) presenting certificates to Michael Brewer, Jimmy Homar and operator Ron Johnson. Next to Johnson is his wife. Back row, Bob Williams, Bob Falvey and Wes McCarns.

courtesy is beyond reproach. He has accumulated the maximum of 60 merits and has received more than 40 letters of commendation from his passengers. In addition to being a hard worker, Ron is a dedicated family man. He recently celebrated his 25th wedding anniversary with his wife, Joan. He was a member of the board of the Pasadena Christian School, where his two children, Dona and David, graduated. He is currently treasurer of the Chamber Singers at Pasadena High School and has been a little league coach for the past six years.

Referred to as one of the solid citizens of South Park, Jimmy Homar is part of a diminishing group of long-term South Park employees whose dedication to duty and continuity of service contributed to the day to day operation of the District's maintenance department. Jimmy has 32 years on the property and is presently Leadman of the Mechanical Unit Repair section. His skill, knowledge and personal conduct have earned him the respect, not only of his peers, but of his supervisors as well. The smooth professional manner in which he handles his job stems not only from his vast knowledge of bus components in general, but his ability to work effectively with the maintenance divisions on specific problems relating to the identification and repair of mechanical units. His versatility and ingenuity, combined with his persistent "can do" attitude, have helped him time and time again to get buses back on the road.

Michael Brewer has been with the District since January of 1979 and in that time has established a perfect attendance record. He maintains a rate of 20 calls per hour and has received numerous commendations from the patrons he supplies information, complimenting him for his outstanding service and his helpful manner. His supervisors all agree that he is extremely courteous and very patient.

TRIPPERS

(Continued from page 2)

"Rockwell continues to make monthly passes and timetables available to its employees as part of its ongoing commitment to public transit," said Richter. "I commend both the Los Angeles Times and Rockwell International for their support and promotion of public transportation."

Accepting the special commendation certificates on behalf of their respective employers were Robert Flannes, director of personnel for the L.A. Times; and Richard Hartzler, director of facilities and industrial engineering for Rockwell.

Fore!!!

District golfers have done it again. At the Booker Moten VIP Golf Classic played at Rio Hondo Golf Course in Downey on December 7, a handful of RTD's finest came away with trophies and prizes. Division 5's Roy Perry took second place in the A-flight with a net score of 67. Perry plays with a seven handicap. Tom Pea of Division 12 took third in the same flight with a gross score of 79 and a 10 handicap. Ed White of Division 8 won the C-flight with a gross 76 and a 15 handicap.

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 by the 14th of the month. Include your name, work location, company phone and home telephone numbers.

District policy prohibits ads for commercial ventures and such will not be published or returned. Send ads to Headway, Location 32, 425 S. Main Street, Los Angeles, CA 90013.

For sale - Full-size genuine slate pool table with automatic ball return. Solid wood construction in excellent condition. Two sets of pool balls, cues, and accessories. Also has regulation size ping-pong table that sets up on top of pool table. Comes with net, balls and paddles. Must sell, no place to keep it. \$350. Call (213) 459-1585 evenings.

On the grow

The families of members of the RTD family continue to grow with new additions.

Operator Ron C. Bradbury was presented with a daughter—Sarah Elizabeth—on November 1, from his wife, Susan. And they really keep it all in the family. The new baby's grandfather is F.T. Davie, an operator at Division 9, and her uncle is Terrance M. Davie, a Division 9 mechanic.

Larry Banks, an operator at Division 5, is the proud father of a six pound, four ounce baby boy, named Larry Banks, II.

Good as Gold

Claude and Dorothy Richardson, married in 1929, celebrated their Golden Wedding Anniversary with a family and friends get together in Carlsbad, California. Richardson, who started as a conductor on the Yellow Cars of the Los Angeles Railway in 1934, worked for the District for 38 years and was a member of the Traffic Department when he retired in 1972.

Going in style

"Going by RTD bus is going in style," according to Warner Brother's pictures. To prove their point, some 1,500 lucky RTD bus riders were given free movie tickets for a preview screening of Warner's new film, "Going in Style," which stars George Burns and Art Carney. From Saturday, December 8 to Saturday, December 15 a phantom bus rider boarded District buses at random and passed out the free tickets. Notices were posted in all buses alerting RTD patrons to be on the lookout for the Phantom rider. The idea behind the promotion was to encourage more frequent use of buses, according to George Takei, RTD board member. "It will also let our patrons know that prominent businesses and employment resources are recognizing RTD as a viable, energy saving means of transportation."

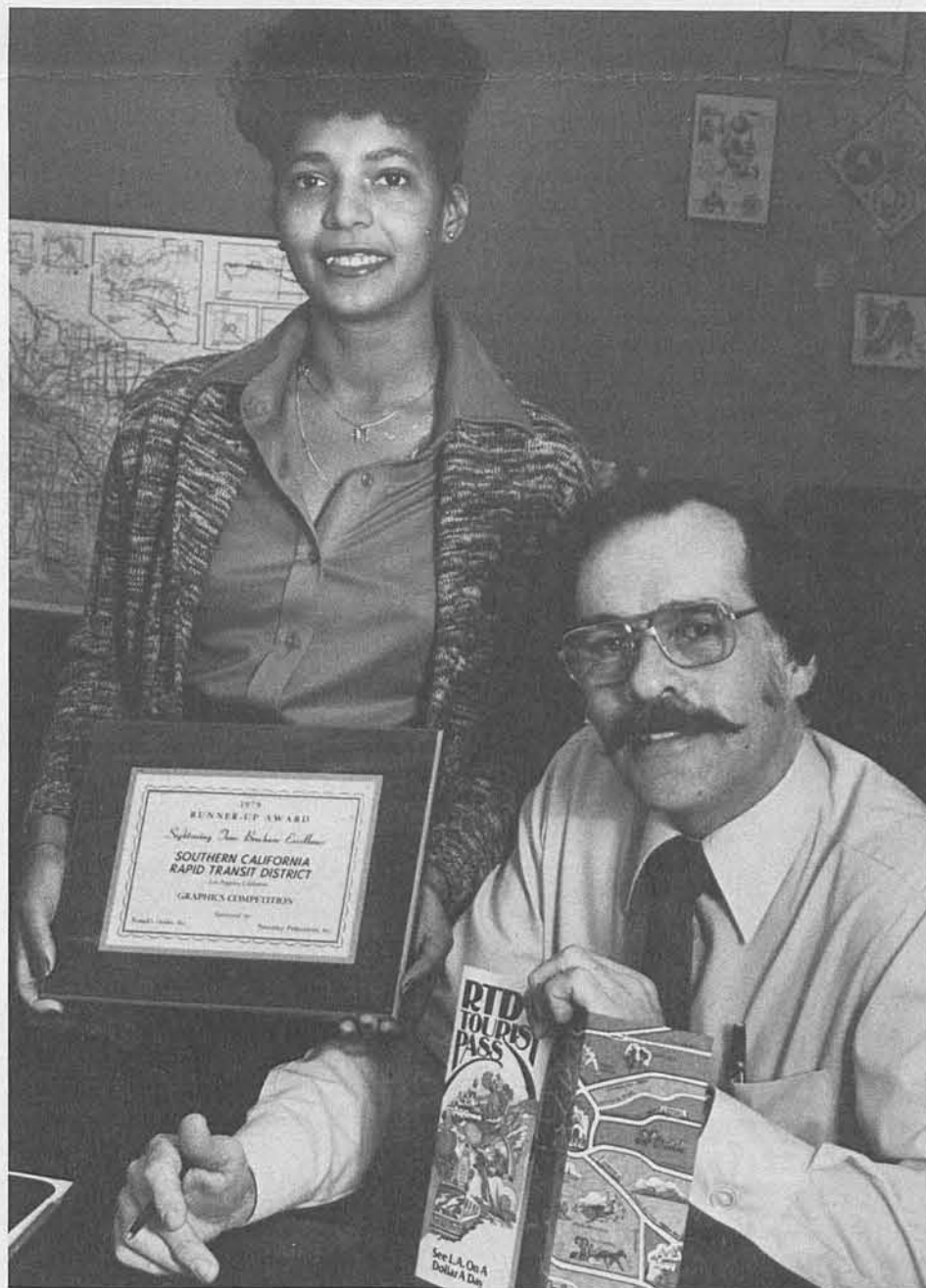
Number 10

On December 26, the RTD opened its 10th Customer Service Center on the so-called Miracle Mile district of Wilshire Boulevard.

Open Monday through Friday from 10 a.m. to 6 p.m., the new center will offer residents and workers along the Miracle Mile and on the west side of Los Angeles a convenient location to obtain bus route information and monthly passes.

Still goin' strong

Leo H. Maag, who worked as a lineman for the street cars for 35 years before he retired in 1954, celebrated his 90th birthday in Glendale on December 1. Happy Birthday, Leo.



Passing the test

RTD recently won second place in Bus Ride Magazine's annual Graphics Competition for a 16-page, illustrated, full-color Tourist Pass Brochure, held by Director of Marketing and Communications Tony Fortuno and designed by Alice Wiggins (standing). The brochure, which featured a fold-out map of the District's service area, provides information to tourists about popular attractions they can get to by RTD. Transit agencies from the U.S. and Canada participated in the competition.

RECREATION NEWS

Rec Dept. slates travel bargains for 1980

It's time to get out your calendars once again and start marking these dates for a year of travel with the RTD recreation program.

Many of the prices for the following trips will be confirmed as the event draws closer. Look for future Recreation News items for detailed information and you might want to keep an eye open for special added trips during the coming year.

February 23

Whale watching. So many people enjoyed this event last year, that we have scheduled it again. The trip will include lunch at the Yankee Whale Inn, cruise aboard the Swift with a guide to see migrating whales. The cost is only \$15.65 per person.

February 23 is also the date for an overnight fishing trip to Oxnard. Two ships, the Star Angler and the Coroloma, will be teaming up to take our group out to fish for Rock Cod. Cost is \$22 for employees and their family, \$28 for guests.

March 14-17

Another fishing trip, this time to San Felipe, Baja California. Enjoy the unspoiled beaches of San Felipe and also fish for Corvina. Rod and reel rentals are \$1.50 per day and fishing licenses are 75 cents per day. The trip includes fishing boat, hotel and transportation to Baja. Approximate cost per person will be \$169.

April 11-13

San Vicente Golf Weekend. Package will be for both golfers and non-golfers. Golf on the 18-hole, championship par 72 San Vicente Country Club golf course. For non-golfers there are tennis and racquetball courts. Approximate cost per person will be \$74 including transportation.

May 4

Seafari. This has become an annual event for District employees, one that everyone can enjoy. For \$25 per adult, and \$15 per child (2-11 years of age), you can enjoy a roundtrip passage on the Amtrak train to San Diego, be whisked to Sea World aboard an air-conditioned bus. Enjoy the day playing with creatures of the sea.

June 6-7

Dates for the Kool Jazz Festival. Performing artists and cost will be announced later.

June 21

Caliente Races. Includes admission to the track, transportation, lunch, souvenir program, bilingual escort, etc. Cost per person will be \$30. Bus will leave from El Monte Station at 8 a.m. and return at 8 p.m.

July 12

Catalina Day. Another very successful event in 1979, the daylong trip to Catalina Island will be repeated in 1980. A leisurely day on the island will cost adults \$16.80, chil-

dren 5 to 11 years old \$10.30 and kids under 5 only 80 cents.

July 25

Sequoia National Park, weekend outing. Cost will be determined later.

August 16

Cruise on the SS Norway. This ship is billed as the City of the Water. Trip includes air-sea package from Los Angeles. One night in Miami. Ship will stop at St. Thomas in the Virgin Islands, and Out Island in the Bahamas. Cost is determined by cabin selection and is based on double occupancy. It ranges from \$875 to \$1,235.

Aug. 29-Sept. 1

Puerta Vallarta for Labor Day Weekend. Cost will be announced later.

October 10-13

Las Vegas Weekend at the Fremont Hotel. Cost will be \$73.50 per person.

October 17-31

Mediterranean Cruise aboard the Golden Odyssey. A 15-day cruise to ports in Israel and the Holy Land, Egypt, Athens, Delphi, the Greek Isles and Istanbul. Cost is \$1,998 to \$2,948 depending on cabin selection. \$300 deposit due when you make reservation, with balance due 90 days after that.

November 10-17

One week at the Island Colony

in Waikiki. This will be condominium-style living. Cost will be announced.

December 5-6

Yosemite Lodge Weekend. Cost and details will be announced later.

For you Laker fans, there are still tickets available for the January 25 roundball tussle between L.A. and the Philadelphia 76ers. \$7.50 tickets are going for \$5.50.

February 8 is the date to keep in mind if you want to strike up the band along with Dick Van Dyke in "The Music Man" at the Pantages Theatre. The \$18.50 orchestra seats will go for \$17.50. You won't want to miss this big one.

And, if you are stumped about what to do with all that money you got for Christmas instead of gifts, well a new RTD T-Shirt may be the answer. You won't want to be the last kid on your block to get one of these brightly colored, beautifully decorated shirts. Available in a wide variety of sizes and colors, they can be purchased through the Recreation Department.

For additional information about these trips and events, please call the Recreation Office at 972-6580.



Director George Takei (left) presents commemorative plaque to retiring Division 9 operator Dorcas Rome in ceremony at District headquarters. Ms. Rome joined the Los Angeles Transit Lines as a streetcar operator 28 years ago. She recalled that at that time she was taking a streetcar to an employment office to look for a job, noticed the streetcar had a female operator and decided then and there that was what she wanted to do, also. Dorcas, who will retire to Iowa with her second husband, Victor (right), worked out of Division 3 for 21 years before transferring to Division 9 in 1971. Her first husband, Frank Congiar-do, was also an operator for LATL as is her youngest son, Eric Congiar-do, who now works out of Division 2. Other November retirees unable to attend the ceremony included Norman M. Westhoff of Division 9 (32 years), Joseph C. Boyer of Division 9 (23 years) and Everett L. Gregg of Division 5 (33 years).

Evelyn (Jones) McFall, who retired from the District's Maintenance Department in January of 1974, is a new grandmother. Her step-daughter, Patricia Lawson, recently gave birth to an eight-pound, five-ounce baby boy. Evelyn now makes her home in Edmonton, Alberta, Canada, and finds time to dabble in art when she is not being called upon to baby sit. Her art class recently held an art show and she had 10 pictures on exhibition.



HEADWAY

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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.

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