



HEADWAY

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RTD Board approves new fare structure with 50-cent base charge, no transfers

The RTD Board of Directors has adopted a new fare structure which, despite lowering the base fare a nickel to 50 cents, incorporates changes (such as no more transfers) which will result in higher fares paid by the majority of District passengers.

Meeting in a special session Saturday, May 12, just two days after a marathon seven-hour public hearing at District headquarters on the proposed fare changes, the board approved the new rates and set May 1 as the effective date.

Changes for cash riders include:

— A 50-cent charge each time any person boards a regular service bus, no transfers are involved.

— The 50-cent charge applies to regular riders, students, elderly and handicapped. The elderly and handicapped will be required to

pay only 25 cents or present their pass between the hours of 9 a.m. and 3 p.m., after 6 p.m. and on weekends.

— Cash riders on express trips will pay the basic 50-cent fare plus a 30-cent additional charge for each four-mile stretch of freeway travel involved. Thus, trips will range in cost from 80 cents to \$2.

Changes for patrons purchasing monthly passes include:

— Basic monthly pass, good on all local service, \$30 (was \$20 previously).

— Elderly and handicapped pass remains at \$4, but if these passholders wish to use the pass on local service during peak periods (between 6 and 9 a.m. and 3 to 6 p.m. during the week) they will have to pay an additional 25-cent charge each boarding.

— Student monthly passes are now \$15 on local lines and only students in elementary and high schools are eligible (previously pass was \$14 and included college students).

— Pass riders on express trips will pay the basic \$30 monthly charge plus a \$10 additional charge for each approximate four-mile stretch of freeway travel involved (previously was \$6 for each "step"). Thus, pass costs will range from \$40 to \$80 on express lines.

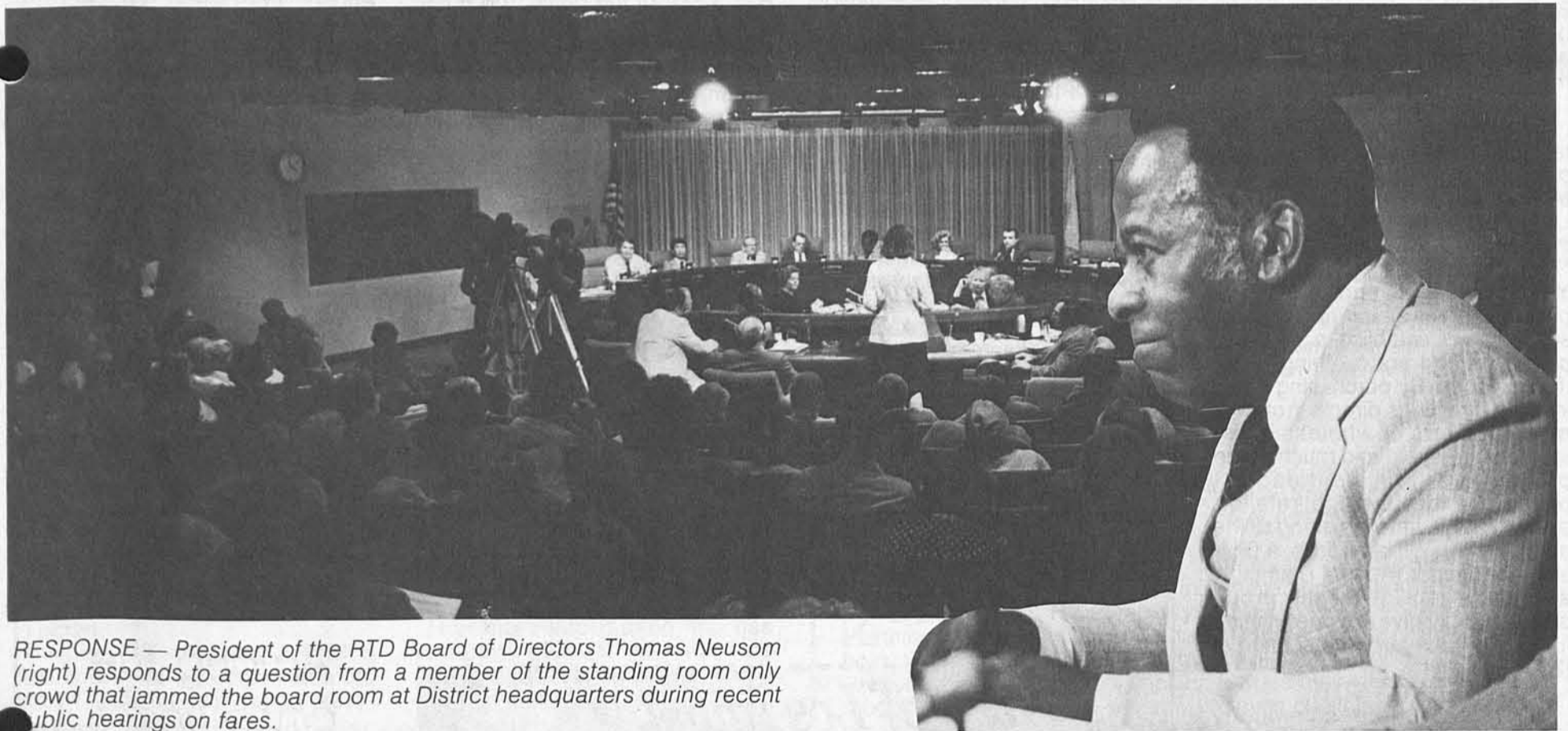
In other fare actions, the board raised the fare of the Downtown Minibus a nickel to 25 cents, while the legally blind and children under five years of age with an adult continue to ride free of charge.

"This new approach will both meet the District's financial needs and be fair and equitable to all our

riders and the taxpaying public," said Board President Thomas G. Neusom. "It will eliminate the massive abuses we now experience with improper use of transfers and monthly passes, establish appropriate levels of equity among all types of RTD riders, and encourage those riders who have discretion about making their trips to ride at non-crowded off-peak periods."

General Manager Jack Gilstrap said it is the District's belief that the new fare approach will generate the funds needed to offset the additional \$31 million RTD will need to balance its budget for the fiscal year ending June 30, 1981.

Gilstrap cautioned, however, that the present 20 per cent-plus rate of inflation would have to fall to 12 per cent to achieve this balanced budget situation.



RESPONSE — President of the RTD Board of Directors Thomas Neusom (right) responds to a question from a member of the standing room only crowd that jammed the board room at District headquarters during recent public hearings on fares.

ENERGY CONTINGENCY PLAN

District girds for long-lasting energy crisis

May, 1979. Long lines began forming at gasoline stations in Southern California and eventually stretched clear across the country as our automobile-oriented society realized that its long love affair with the auto was nearing an end.

The situation reached crisis proportions as commuters discovered that it was not merely a case of paying more for gas... gas was just not available.

Since RTD provides more than 90 per cent of public transit trips made in Los Angeles County, the District was the first place commuters — stranded with empty gas

tanks — turned in efforts to get to work. Ridership jumped by more than 25 per cent that month, peaking at more than 1.4 million boardings from pre-crisis figures of 1.1 million boardings.

The District's Board of Directors responded to the crisis by approving portions of an Energy Contingency Plan, which staff had been developing since March of that year, which addressed itself to the short-term availability of fuel for District vehicles and the long-term problem of coping with increased ridership using time-worn equipment and facilities.

One year later, gasoline is more readily available (if you are willing to pay the price), but the nagging feeling persists that a crisis could strike again. RTD, which operates the largest all-bus system in the country, has no way of predicting when that could happen or to what extent a crisis would effect the 10 million people living in the service area.

Is the District better prepared today to handle an emergency like the one that occurred last May?

RTD's Energy Contingency Plan was one of the first of its kind in the nation. During the past year, mem-

bers of the Planning Department staff of Project Coordinator Pat Van Matre, have attended numerous conferences and seminars, outlining the basic tenets of the District's plan and telling other transit agencies what we are doing and what we hope to do in order to successfully combat future energy emergencies.

The essential elements of the plan were:

— to obtain funds needed to establish and maintain a reserve fleet of buses that could be called up on

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TRIPPERS

THE GRADUATES

Five more members of the RTD Security Department have completed the Basic Police Recruit Academy at Rio Hondo College and were honored along with officers representing 17 area law enforcement agencies during graduation ceremonies at the college on April 18.

Among the 59 officers and six pre-service students receiving certificates of completion were the District's Ranulfo Delgadillo, Gilbert Rascon, Jr., Donald G. Sanchies, Floyd D. Shaw and Dennis W. Young.

Students attending the recruit academy complete a 15-week program which provides 608 hours of instruction covering most major areas of law enforcement. The course is certified by the California Commission of Peace Officer Standards and Training and its graduates have peace officer status.

APRIL FOOL?

Anyone who went looking for the RTD Lost and Found Department at its traditional location on April 1 would not have found a thing... but the department was not lost. Lost and Found, which collects the odd assortment of bricabrac left on District buses, has moved its operation from 425 S. Main Street (adjacent to District headquarters) to the Wilshire District Customer Service Center at 5738 Wilshire Blvd. District officials cited the need for more room and a more accessible location as reasons for the switch.

CO-OP RATES

Inflation is hitting everyone hard, taking bigger and bigger bites from paychecks. Well, a group of District employees at Division 12 in Long Beach are trying to do something about that. They have formed "The Committee to Help Save Your Paycheck" and, if enough people express an interest in doing so, they will establish a co-op to purchase food and clothing at reduced prices. By purchasing items in large quantities directly from the manufacturers or wholesale distributors, co-ops avoid much of the profit margin and overhead expenses of the average retailer, passing these savings along to the membership. William Hicks, a Division Dispatcher with the District, is a prime organizer for the group and will gladly give anyone wishing it more information. Contact him at (213) 860-7494.

WHAT A SITE

RTD held three community meetings in March in the Torrance-Compton-Carson area to hear public comments about District plans to acquire 18 to 20 acres of land for use as an operating bus division. Five potential sites have been identified for consideration to replace the District's temporary leased Division 18 located at 190th Street and the Harbor Freeway.

COMMISSIONER

Vic Muniz of the Stops and Zones Department has been appointed to the Public Safety Commission for the City of La Mirada by Mayor Dave Peters of that city. Peters told the La Mirada City Council, which unanimously approved Muniz' appointment, that the 32 years Vic had spent working for the district and its predecessor agencies has given him an expertise in dealing with traffic problems which make him the best person for the post.



THE FORCE — Members of APTA's Transit Security Committee tour a mock tactical operation center at Rio Hondo College where peace officer candidates from RTD and other companies are trained. The committee viewed field training exercises designed to simulate street situations an officer encounters.

District hosts first West Coast meeting of transit security chiefs

Transit security chiefs and law enforcement professionals from throughout North America gathered in Los Angeles recently to attend APTA's quarterly Transit Security Committee Meeting, being hosted for the first time by the Southern California Rapid Transit District.

During the three-day meeting the nearly 40 transit district police chiefs in attendance discussed such topics as the feasibility of on-board cameras to record incidents which occur on a bus, the value of Ride-Along programs utilizing undercover officers and a variety of ways to protect farebox funds.

"We are extremely pleased to be able to host this first West Coast meeting of the Transit Security Committee," said Jim Burgess, Director of Public Safety for the District. "It is an excellent format for the exchange of ideas and information."

Special sessions held at District headquarters in downtown Los Angeles included an examination of the training program District security personnel are going through to gain peace officer status, a look at the District's innovative Automatic Vehicle Monitoring System (AVM) and a special PCP Drug Awareness presentation designed to familiarize the group with the symptoms and unusual problems PCP represents.

The chiefs were particularly interested in the experimental AVM program being developed at RTD under the sponsorship of UMTA

because the system is designed to provide immediate and computerized monitoring of fixed and random route vehicles.

In terms of security and safety to passengers and employees the system offers such advantages as:

- Dispatchers can quickly determine the location of a bus when a silent alarm is activated, a factor in reducing transit crime.

- Location information can be quickly relayed to security and law enforcement personnel.

- The location of emergency and service vehicles can be monitored, reducing response time.

The final portion of the meeting was a tour of the Basic Police Recruit Academy at Rio Hondo College in Whittier, where cadets from more than two dozen state law enforcement agencies receive their training.

Members of RTD's Security Department are presently attending the 15-week Peace Officer Standards and Training course in a program designed to give peace officer status to the District's public safety officers. The committee members toured the training facilities and witnessed cadets participating in mock field problems set up by Field Training Officers.

"RTD has made a commitment to security one of its top priorities," explained General Manager Jack Gilstrap in his welcoming address to the group. "Through programs like Automatic Vehicle Monitoring and by upgrading our security force to peace officer status, we hope to make public transit in Southern California safer, not only for our passengers, but for our operators as well."



EXPLANATION — Committee members also toured the District's experimental AVM facility where Anand Balaram (foreground) explained operation of the system.

Among the city's finest

Ethel Bradley (center), wife of Los Angeles City Mayor Tom Bradley, presented a Certificate of Merit to RTD for the District's outstanding affirmative action program. Receiving the certificate are (from left) General Manager Jack Gilstrap, Manager of Human Relations David Dominguez and Board President Thomas Neusom. The awards were presented by the Human Relations Committee of the Los Angeles City Council. In a brief address to the gathering, Mayor Bradley said he looked forward to the day when award ceremonies would not be needed to honor a few outstanding companies for doing what all companies should be doing. In all, 30 awards were presented.

TO PROTECT EMPLOYEES

Safety Department goes for its gun

Last December a Division 7 operator left the Train Room to find the bus he was to drive for that day's work run. Unable to locate the vehicle in the yard, he headed back toward the Train Room to see if he had the correct assignment. He never got there. In his rush he stepped out from between two parked buses and was struck and fatally injured by a moving bus.

RTD has suffered a rash of yard accidents recently. There have been five, including the fatality, in the last six months alone, according to Director of safety Joe Reyes. And, Reyes believes, there are probably a lot of near misses that are never reported.

Since no single segment of the District's employee population is to blame for the problem, the Safety Department is borrowing an idea from local law enforcement agencies in an attempt to solve one suspected cause of the problem. Radar guns.

"Investigation of past accidents and staff observations of yard movements have identified speed in the yard as a potential contributing accident factor," Reyes

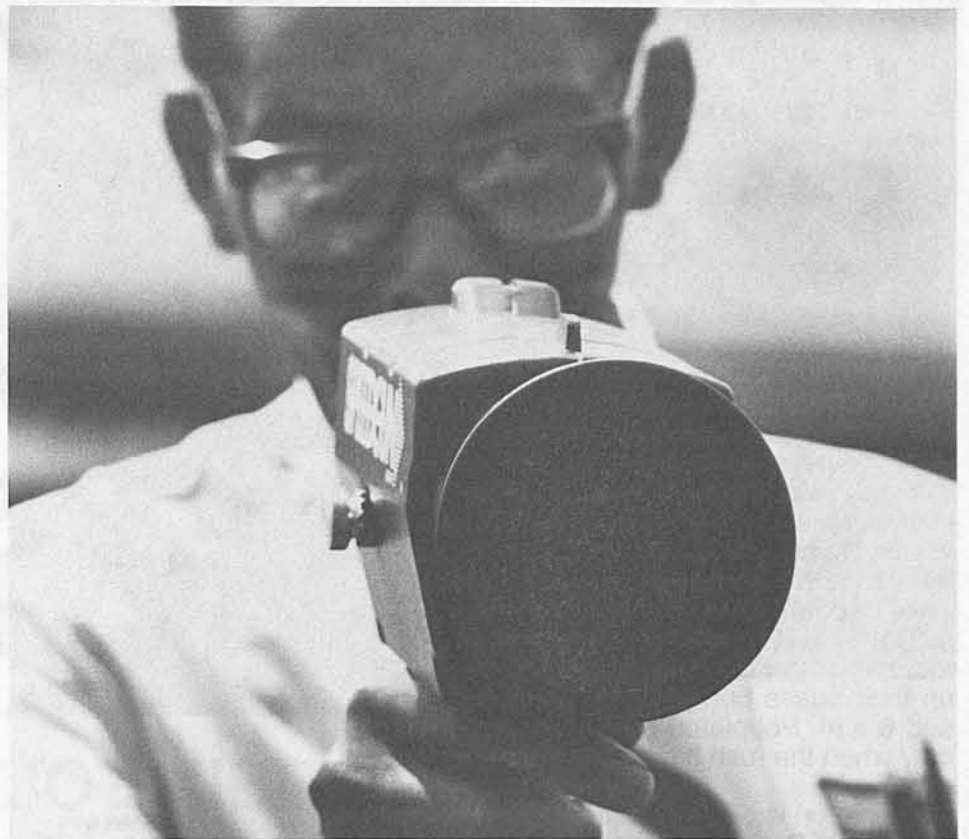
explains. To ensure that buses moved in the yard are kept within the posted 15 miles-per-hour speed limit, a radar gun will be used.

The equipment the District will be using is identical to those used by dozens of Southern California law enforcement agencies to check public speeders on streets and highways.

However, Reyes is quick to point out that the District will not be using the gun solely as an enforcement tool to catch speeders.

"We are more interested in the use of a radar gun as a protection device for our employees, to protect them by assuring appropriate speeds are maintained in the yard," Reyes says.

The way the program will operate, according to Reyes, is that random, unannounced spot checks will be made at all divisions. The checks will be performed by representatives from the Safety Department and Instruction Department following the same guidelines used by police agencies.



HERE'S LOOKING AT YOU — Instructor Dick Small uses a radar gun like the one that will be used to determine where and when people are driving too fast in the division yards.

Gas company joins RTD for Energy Conservation Week

They seemed to spring up overnight. Colorful displays explaining the differences between active and passive solar heating systems. Samples of the types of materials you can use to insulate your home. Racks of brochures on how to use your oven more efficiently.

And, they seemed to be everywhere — at the El Monte Busway Terminal, in the RTD Ticket Office underground at the ARCO Plaza, even in the third floor Employee Cafeteria at District headquarters.

But, wherever they were, their purpose was to underscore the importance of Energy Conservation Week, April 14-18, sponsored by RTD in cooperation with the Southern California Gas Company.

Why should a bus company sponsor a program with the gas company? The answer was simple, according to District Director of Safety Joe Reyes, whose department helped coordinate the program.

Since RTD already provides fuel-saving transportation to more than 1.2 million riders every week-

day, it seemed natural to bring its employees and customers more information on conservation and energy awareness, Reyes explained.

Visitors to the displays, which were staffed by gas company representatives who answered energy-related questions, received information on how to read their own gas meter and monitor their energy savings. They also found useful tips on attic insulation, weatherstripping, water-saving devices and cooking tips that conserve energy.

In addition, each visitor received a 40-page calendar-booklet that was a home energy efficiency planner full of helpful conservation tips. Information was also made available on how to apply for a \$50 insulation incentive from the gas company and how to deduct insulation costs from federal income tax returns.

For more information, the gas company has set up a toll free Conservation Hotline, just dial 1-800-252-9090.



WHAT A GAS — RTD employment interviewer Rachel Suarez (right) gets free information and literature about energy conservation from Consumer Specialist Marion Rodd at a display set up in Employee Cafeteria during District-sponsored Energy Conservation Week.

Career success draws kudos

The continued success of RTD's operation rests heavily on the courtesy and good service provided by District employees and three people who exemplify those qualities were honored recently by the Board of Directors.

Receiving kudos as Employees of the Month were Division 15 operator Nicholas Tummolo, Division 1 maintenance employee Mack Evans and Telephone Information Operator Gary Okun.

Tummolo has been with the District since 1961 and his record portrays a man of dedication. His attendance record is admirable, he has a 14-year safety award, has not had a missout in 16 years and has accrued the maximum of 70 merits for observing minor rules.

Evans came to the District 13 years ago after having completed an eight-year hitch in the U.S. Army, where he received training as a diesel mechanic. He was stationed in Germany and, when he got out, decided to see what Southern California was like. He arrived in Los Angeles on a Friday, applied for a job with RTD the following Monday, was called back to complete his employment processing that Tuesday and started working at Division 1 as a Mechanic-C the next day.

He recalls that he learned the true meaning of the words rapid transit right then.

Evans worked his way up to Mechanic-A in six years and now specializes in maintenance and repair of diesel transmissions. The managers and supervisors at Division 1 rely heavily on his experience and expertise.

Okun has been with the District for one year and, like many current RTD employees, he is using the information operator's job as an entry level position. He someday hopes to work in the District's Planning Department. His Master's Degree in Geography should help to that end, as will his performance in the Telephone Information Center, which has been exemplary. He has maintained a perfect attendance record and consistently receives outstanding ratings from his supervisors.



TOPS — Director Carl Meseck (left) presented awards to Employees of the Month (from left, front row) Nick Tummolo, Mark Evans and Gary Okun. Introducing the recipients were (back row) Ken Wilson, John Warth and Bob Williams.

By Kathleen McCoy
News Bureau Representative

With 2,600 buses on more than 200 bus lines, the RTD carries one and a quarter million riders on an average work day. With few exceptions, the drivers behind the wheel of an RTD bus are subject to the same road conditions, traffic, freeway tie-ups and accidents as an auto driver. And so, sometimes RTD buses are late.

But what is little known is that the District employs road supervisors, a team of troubleshooters and on-the-spot problem solvers who range throughout the District's more than 2,000-square-mile service area. Their main job is to make sure buses are on schedule and being driven as safely as possible.

Frank Poppleton of Hawthorne is one of the RTD's 86 road supervisors. Up at 4:30 a.m. each weekday, he's out on the road while most people are still trying to get out of bed. Bus drivers for the morning rush hour report and pick up their buses between 4:30 a.m. and 6 a.m. Poppleton must be on duty when the rush hour buses begin to roll.

Poppleton is directly responsible for 35 RTD bus lines running through East Los Angeles. His territory is bordered by Garfield Avenue on the east, Washington Boulevard on the south, Alameda Street on the west and Valley Boulevard on the north. In addition to this primary responsibility, Poppleton can be called on to answer an emergency on bus lines bordering his territory.

Work for Poppleton means tackling all kinds of problems. One recent morning as he pulled out of an RTD division the morning rush hour was just heating up.

Poppleton headed east on 7th Street and out Whittier Boulevard. With a fistful of homemade flash cards listing bus-stop-by-bus-stop departure times, Poppleton was checking to see if his buses were on schedule. All were on time — within a half minute — rating a high mark from Poppleton.

Suddenly, he noticed a bus he suspected was "running hot," or ahead of schedule.

"I'm to a bus driver what the CHP is to a regular driver," he explained as he wheeled his distinctly marked car behind the bus. He followed the bus to its regular stop, got out and had a chat with the driver.



Transit troubleshooter tackles 'the hitch in the system'

He pulled out his watch. The driver pulled out hers. Poppleton was right — the driver was two minutes ahead of schedule. With the patience of a father, Poppleton explained to the new driver that running even one minute ahead of schedule during rush hour can overload the bus behind her, maybe even forcing the driver behind her to leave passengers at a bus stop.

Later, Poppleton explained he often has this problem with new drivers.

"They are so conscious of following their routes and stopping for passengers that they don't watch their schedule as closely as they need to," Poppleton said. "But after one warning, most new drivers get the message."

A common call for Poppleton is to assist a broken down bus. Until the RTD gets its 1,200 new buses in the next 18 months it will continue to run the oldest fleet in the nation. Some of its buses are over 20 years old, and prone to breaking down.

Poppleton recently helped when

a bus battery died, nosing his car up to the bus's engine compartment so his heavy-duty battery could jump the bus.

On another occasion he was checking on a downed bus, only to discover it had a broken oil line. There was nothing to do in that case but call the RTD's regular mechanics. Then he raced back up the bus route, slowing buses that were scheduled to arrive ahead of the downed bus. By slowing earlier buses, he was able to minimize the waiting time for passengers left at their stop by the broken down bus. This is a crucial function of the field supervisor — "fine tuning" the system in an emergency.

Poppleton and his fellow supervisors also can be called upon to devise an alternate route for a bus whose normal path is blocked by an accident, flooding or mudslides. He responds to calls on accidents, lost children, and unclaimed packages.

And, for the most part, he does it alone, with just a few aids. Besides his small tool collection, Poppleton

carries a first aid kit and a small library of bus schedules wedged into an improvised shelf across his back seat.

What's the hardest part of the job? For Poppleton, it was learning the routes and timetables of all his buses. For someone who has worked every territory and every shift — morning, noon and night — the amount of information he had to master is considerable.

"Knowing the very best thing to do in any given situation, to unhitch the hitch in the system, that's the most important job for a road supervisor, and one that takes the longest time to learn," he explains.

For Poppleton, there are many memories. After a transportation career that spanned 35 years, including eight years spent as a driver, Poppleton will retire this May. His wife, Vi, will also retire, after 22 years as an RTD information operator.

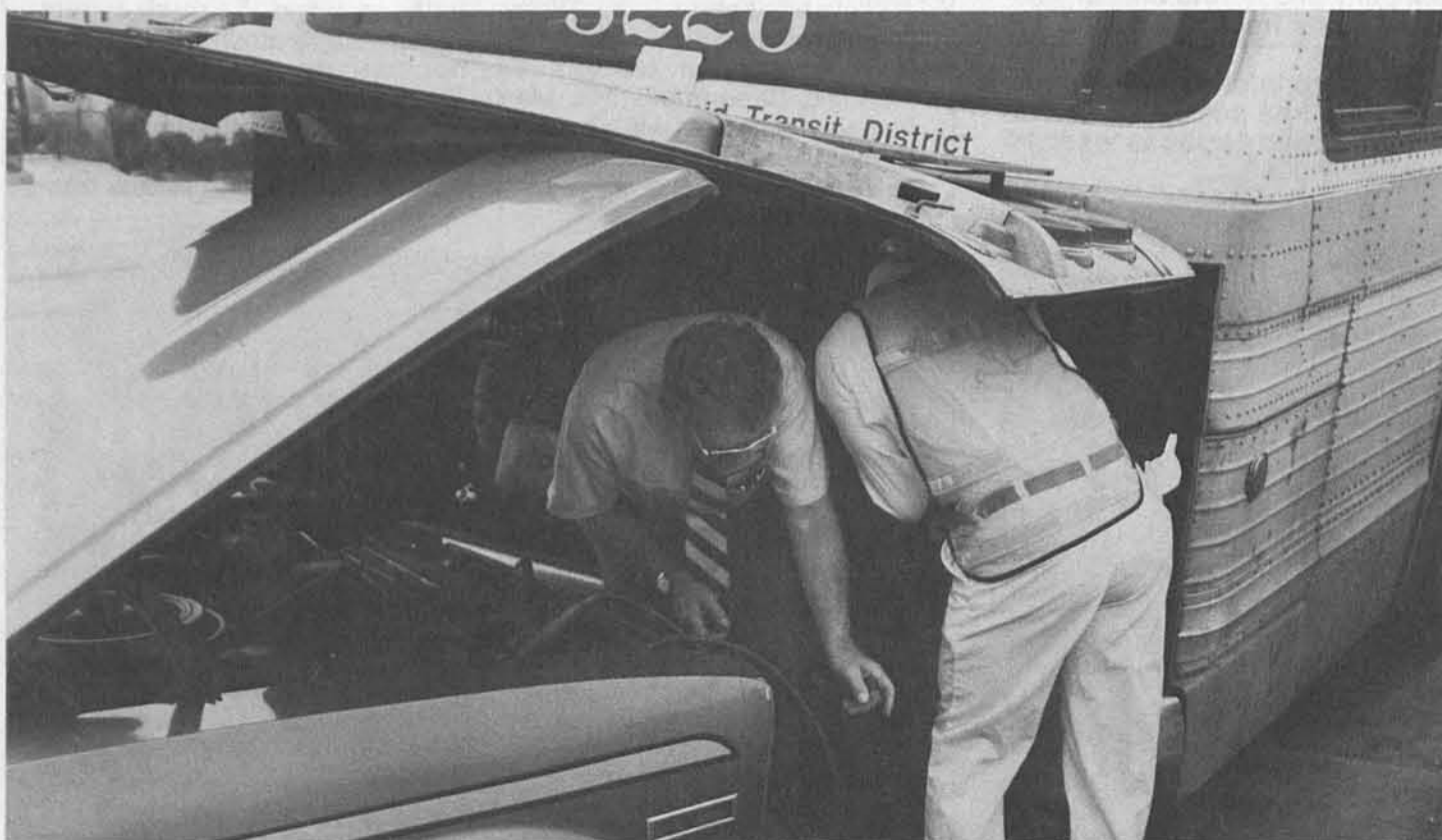
When asked what his most unforgettable experience as a field supervisor was, Poppleton laughed and shook his head, "there were so many."

Once he was asked to respond to a strange call from a driver on the 51 line. The driver said he couldn't drive his bus because every time he proceeded forward, one of his passengers would scream that she wanted to get off. But when he stopped, she refused to get off the bus.

Poppleton convinced the passenger to get off the bus, assuring her that he would help her figure out what bus she should be on. She agreed and went with him to his car. Once seated inside, she started the same behavior — screaming whenever he started the car, but refusing to get out.

Finally, Poppleton decided to call the RTD dispatch center for help. No sooner had he opened contact with a dispatcher than his passenger began screaming, "Help! help! Let me out. Let me out." Her frantic plea was broadcast all over the RTD radio waves.

It took Poppleton two hours to soothe the disturbed woman and turn her over to authorities, and years to restore his reputation among the dispatchers for allegedly holding a lady passenger hostage in his RTD unit.



ON THE ROAD AGAIN — Road Supervisor Frank Poppleton never knows what a day on the job will bring. Top he radios the dispatch center for a me-

chanic and below assists a roving mechanic with jump-starting a disabled bus. Poppleton is one of 86 supervisors who help "fine tune" the system.

Director Donald Gibbs elected to Fellowship

Donald Gibbs, a member of the RTD Board of Directors, has been elected to the College of Fellows of the American Institute of Architects. Gibbs is currently serving as President of the Los Angeles County Cabrillo Chapter of A.I.A.

Fellowship is a lifetime honor, bestowed for notable contributions to the profession in one or more of the following areas: design, science of construction, literature, education, service to the profession, public service, historic, research, urban design, government or industry, and architectural practice.

Investiture of Gibbs and the 91 other Fellows elected to the College this year will take place at the national A.I.A. convention in Cincinnati, Ohio, on June 2.

In addition to having served as a member of the RTD Board of Directors since his appointment in

1975 by now-retired Supervisor Jim Hayes, Gibbs is also active in a number of community and civic associations.

He is a trustee of the Memorial Medical Center in Long Beach, a member and past director of the Long Beach Rotary Club and is also associated with Boy Scouts and Boy's Club in Long Beach.

Among the award-winning projects he has designed are the City Hall and Main Library, the Pacific Terrace Theatre and Convention Center in Long Beach, the Long Beach Naval Hospital and Outpatient Pavilion, the Los Alamitos Racquet Club and his own residence in Rancho Palos Verdes.

Gibbs is presently Principal-in-Charge of the \$280 million Naval Regional Medical Center Replacement in San Diego.



DONALD GIBBS

RECREATION NEWS

Amphitheatre gets ready to raise the roof

The June concert line-up for the Universal Amphitheatre has been confirmed by the Recreation Department and you should note that this is the last year the amphitheatre will be an outdoor arena since they will be putting a roof on it later this year.

All prices listed are discounted \$1.00 from the regular ticket price. All concerts begin at 8:15 p.m.

Tuesday, June 17: The Spinners and Phyllis Hyman. \$11.50.

Thursday, June 19: Captain and Tennille. \$9.50.

Sunday, June 22: The Crusaders with Randy Crawford. \$11.50.

Friday, June 27: Jimmy Buffett. \$11.50.

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If you are looking for a family outing for Memorial Day, May 26, you can take in the excitement of Disneyland's 25th anniversary at a very special price. For \$5.50 you have unlimited use of the attractions and rides from 9 a.m. until 9 p.m.

* * * *

"The Elephant Man" is coming to Los Angeles for eight weeks only. It was the 1979 winner of the Best Play by the Tony Awards and New York Drama Critics Circle. You can see this dynamic play at a discount price on Friday, May 30, at the Ahmanson Theatre. \$15.75 tickets are available for \$14.75.

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You can still purchase your \$3.50 tickets for \$3 to RTD Day at Dodger Stadium. Come out and see the 1979 World Series Champion Pittsburgh Pirates take on the new-look Dodger team. The date to remember is Sunday, May 18.

* * * *

Any day in June you and your family can touch history on a self-guided three-hour tour of one of the world's most famous and luxurious transatlantic ocean liners of the 1930s. You will be admitted to all 12 decks of the Queen Mary Tour exhibit areas, including the Queen Mary Museum, engine room, Living Sea and the upper deck crew and passenger areas. All this for just \$3.50 for adults and \$1.75 for children aged 5 to 11. Kids under five are free.

* * * *

The Kool Jazz Festival in San

Diego, June 6 and 7, promises to be a hit again this year. Performing artists will include (on June 6) The O'Jays, Sister Sledge, Peaches and Herb, Lakeside, and Rufus with Chaka Kahn; (on June 7) Dionne Warwick, Chic, Kool and the Gang, Cameo, B.B. King and Bobby Blue Bland.

The package rates are \$70 per person double occupancy, \$63 per person triple occupancy and \$55 per person based on quadruple occupancy. If you want to go it alone, it's \$94. The package includes \$12.50 concert tickets for both nights, hotel accommodations for two nights at the Kings Inn in San Diego and baggage handling, gratuities and taxes at the hotel.

You can, if you wish, purchase concert tickets only. They will be \$12.50 per night.

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If a day at the races is your idea of fun, and you'd like to get out of town at the same time . . . have we got a deal for you. A day at Caliente, south of the border, down

THE COMPANY STORE

New logo is going places — on you

Perhaps you've heard about the RTD's new logo and symbol. Perhaps you've even seen it (it's in the Headway masthead if you haven't noticed). Well, now you will have an opportunity to purchase and wear items that proudly display the new signet.

During the week of May 12-16, the Recreation Department will operate a booth in the Third Floor Employee Cafeteria at Headquarters, selling the new items. The booth will be open Monday through Friday from 11:30 a.m. to 1:30 p.m.

If you can't make the sale, you can order items by using the coupon below.

Items that will be available include:

— T-shirts, all standard sizes in both children and adult. Red or gray, \$2.50.

— Golf shirts, in men's sizes small, medium, large and extra large, colors include white, beige, blue and yellow, \$6.00.

Mexico way. This trip departs on Saturday, June 21, from El Monte Station at 8 a.m. An air conditioned motor coach will whisk you to the track for \$30 per person. The price not only includes transportation but a lavish brunch at La Capula Restaurant (at the track), Margarita cocktail, a bilingual guide, entrance to the track and a group photo and souvenir program. Act fast on this one as the money is due by May 16.

* * * *

If you liked our fishing trips but hated the drive to Oxnard, here's just the thing for you. A daylong fishing trip to the waters off Catalina Island. On June 7 for \$20 per employee and \$25 per guest you can spend the day surface fishing. The boat will leave from Ports O'Call in San Pedro at 6 a.m. and return at approximately 6 p.m.

* * * *

It's still not too late to get your bid in for any of the following vacation trips:

— August 16: Carribean Cruise on the S/S Norway and one night in

Miami to rest after plane flight. This is the boat that is a city, the longest cruise ship afloat. It will stop at St. Thomas in the Virgin Islands and Out Island in the Bahamas. Cabin prices available are \$920 per person based on double occupancy.

— October 17-31: Mediterranean Cruise aboard the M/S Golden Odyssey. A 15-day air/sea cruise to 10 ports around the Mediterranean Sea. Cabins are available from \$2,988 to \$2,138.

— November 11-18: Seven beautiful days in Honolulu, Hawaii, including airfare via Northwest Orient Airlines, in flight hot meals, flower lei greeting and round trip transfers to hotel, seven nights accommodations at the Waikiki Gateway Hotel, portage for two pieces of luggage, Pearl Harbor Cruise, Avis Rent-a-Car for one day (one car per room). All this for only \$439 per person double occupancy, \$529 per single occupant, \$431.50 per triple occupant and \$429 per quadruple occupant.

sale, but a sample will be shown and orders will be accepted. Tie is gray with red and black logo. \$7.00.

If you can, stop by and see the new logo at work. After May 16, all items will be available through the Recreation Department.

LOGO ITEMS ORDER FORM
(Please Print)

NAME _____ WORK LOCATION _____

HOME ADDRESS _____ HOME PHONE _____

T-shirts (\$2.50 each), Colors: red or gray, please indicate quantity, sizes and color desired. _____

Golf shirts (\$6.00) Colors: blue, beige, yellow, white, please indicate quantity, size and color desired. _____

Golf caps (\$3.00 each) Quantity _____ one size fits all.

Sun visors (\$2.50 each) Quantity _____ one size fits all.

Neckties (\$7.00 each) Quantity _____ one size fits all.

Retirees: Items you order will be mailed to your home. Employees: Items you order will be returned via company mail to your work location.

District kids find Easter hunt egg-citing!

The weather was egg-actly right. The kids were egg-cited. And the whole affair was egg-stremely fun. The first annual RTD Easter Egg Hunt found hundreds of youngsters on the lawn above the Greek Theatre in Griffith Park early on a Saturday morning, digging in mounds of hay for the 900 hard-boiled eggs that had been carefully colored and decorated by volunteers the previous day. For those who showed up on time, there was no egg-scuse for going home empty handed as prize eggs were readily available. When all the planning, cooking, coloring, hiding, finding and cleaning up was finished, Employee Activities Coordinator Diane Delaney, who thought up the whole thing, said she and her staff were — you guessed it — egg-hausted.



Pitching in (below) was a gang of volunteers from throughout the District headquarters building who probably set a world record by coloring nearly 900 hard-boiled eggs in less than two hours. However, the expression on the faces of youngsters finding the creatively adorned eggs made all the work worthwhile.



California or bust

They were probably the prettiest group of passengers the RTD has ever carried. They were from all over California and they were in Los Angeles to compete in the Miss California Pageant on their way (hopefully) to the Miss America competition. Since they were from out of town, it seemed like a good idea to take a moment to promote the District's Tourist Pass while posing in front of a minibus.



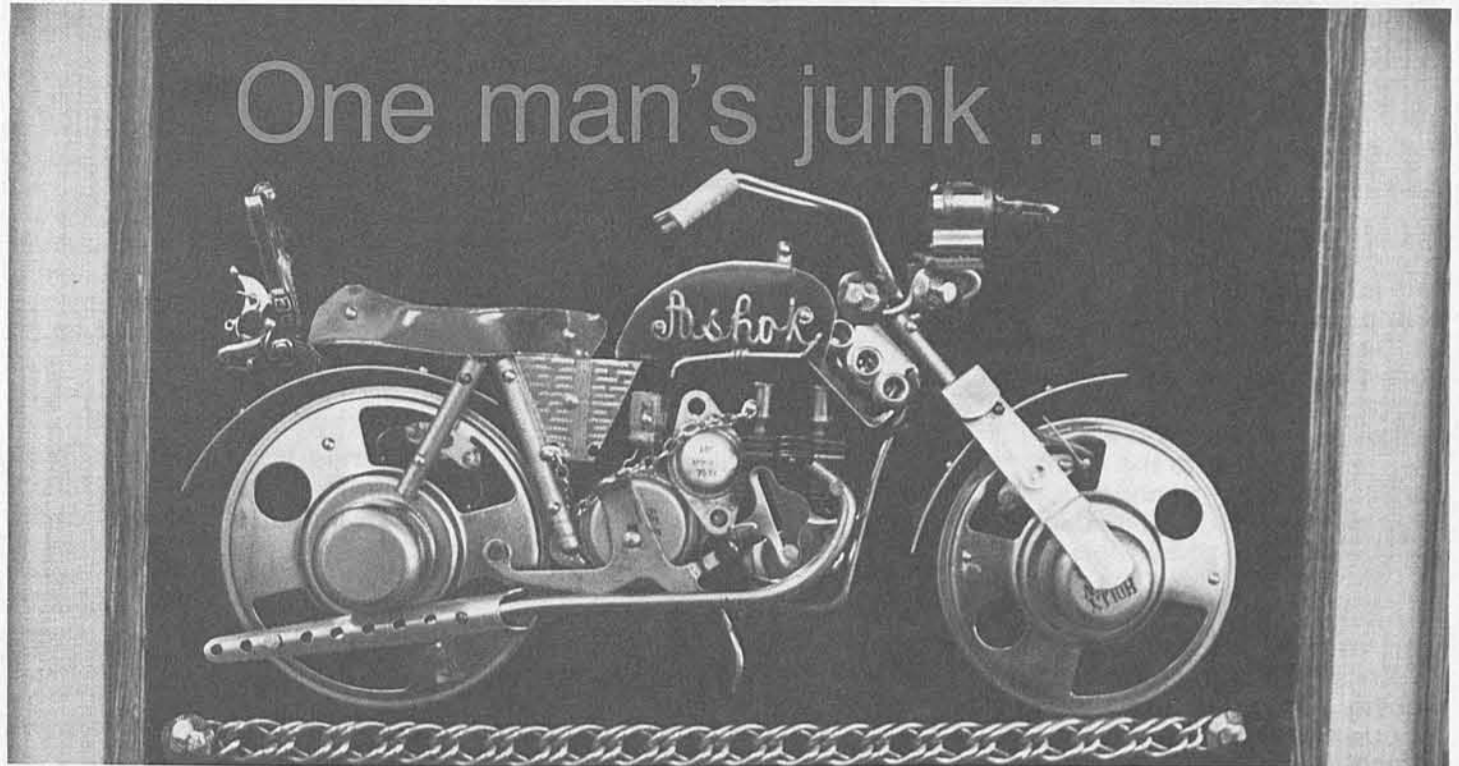
They say that one man's junk is another man's treasure, and no man is more aware of that than retired RTD bus driver David R. Chaney.

After working 32 years out of Division 5, Chaney retired in January of 1979 and began devoting himself full time to his hobby, which is fast turning into a second career. Using small hammers, metal cutters, shears and a drill, Chaney creates what he calls metal collages.

And Chaney's medium — the material he uses to create his art — is the stuff that junk is made of, the kinds of things most of us throw away without a second thought.

Under Chaney's talented hands such incongruous items as hinges, knobs, handles, lipstick tubes, knitting needles, metal picture frames, hair curlers, bottle tops, jar rims, alarm clocks, transistor radios, typewriters, adding machines, tape players, keys, chains, pens, buckles, tacks, wire, napkin holders, spoons, jello molds and untold other bits and pieces are transformed into cars, riverboats, locomotives, motorcycles and even buses.

"Since I make each collage individually from what's available at the time, each is an original and no



... is David Chaney's treasure

two are exactly identical," explains Chaney, who first dabbled in this unusual art form only six years ago. "They're real conversation pieces. People like to pick them apart to see all the crazy looking

things in them."

With no previous artistic experience, Chaney first got the idea for his collages at a swap meet, where he saw a picture done in Spain and made mostly of brass and alumi-

num bars and carpet tacks of varying sizes.

He told himself he could do that and began immediately collecting odds and ends for his first efforts. His brother-in-law was so impressed he bought them and Chaney has been trying to keep up with the demand since. Now, his friends and neighbors save their "junk" to contribute to Chaney's collections.

Since he retired, Chaney finds he has even more time on his hands, so he has branched out into other art forms and is discovering a wealth of talent.

He recently held a one-man show in the train room at Division 5 to show some of his former co-workers his most recent accomplishments. They included pastel still lifes, portraits in oil and tiny prints done in crayon and then melted on a hot plate.

A nice sidelight to Chaney's hobby has been the added income he receives when he sells one of his works at a sidewalk art festival or swap meet. Prices range from \$45 to \$100 for the collages.

It's currently quite popular to recycle as much of what we use as possible. But David Chaney is giving a whole new meaning to the word.



SOMETHING OLD — Retired Division 5 operator David Chaney returned to his old haunts with a new avocation recently. Chaney set up a one-man art show for his former co-workers in the train room,

displaying some of the half-dozen different art forms he now spends his time creating. Most popular, however, are the metal sculptures he creates from discarded odds and ends.

Divisions 15, 18: The safest places to be

All of the statistics relating to on-the-job accidents and injuries have been compiled for the District's transportation and maintenance divisions and the winners of RTD's 1979 Annual Safe Performance Award are Transportation Division 18 and Maintenance Division 15, according to Director of Safety Joe Reyes.

Under the direction of recently retired Maintenance Manager Cliff Lawson, Division 15 reduced lost time accidents by 33 per cent, Neusom explained.

"The Board of Directors is always proud to give recognition to the divisions achieving the best safety performance record," said President Thomas Neusom during the special presentation ceremony.

In announcing that Division 18 had won the transportation award, Neusom cited the fact that they had reduced their traffic accident frequency rate by 18 per cent, from 68 accidents to 56 accidents per million miles.

"This reduction is substantial considering a 58 per cent increase in work hours since 1978," Neusom said.

In presenting special plaques to representatives from the award-winning divisions, Director David Hayward commented, "On behalf of the Board and the District, I extend our congratulations to you and your respective divisions for contributing to the safety of our employees and the communities we serve."

During the same ceremony, awards were presented to the winners of the Fourth Quarter (1979) Safe Performance Awards. Honors again went to Division 18, which reduced its traffic accident frequency rate from 83 to 45 accidents per million miles during the fourth quarter.

The fourth quarter maintenance award was garnered by Division 8, which reduced its lost time accident rate to only one accident for each 10,000 work hours under the guidance of Division 8 Maintenance Manager Glenn Powell.



SAFE — Director of Safety Joe Reyes (left) and Board of Directors member David Hayward (right) presented quarterly and annual awards to (from left) Glenn Powell, Milton Spencer and J. J. McCullough.

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).

Allen Jacobs, Extra Supervisor: We were left stranded at Santa Anita Racetrack together with another gentleman. Upon learning of our plight, Mr. Jacobs made arrangements for us to be driven to the El Monte Bus Depot, which was done by Nancy Mower. After finishing their paperwork, Mr. Jacobs drove us back to the Trailways Bus Depot, where we had left our car, and then went on to Santa Ana to take the other gentleman home. We greatly appreciated his thoughtfulness. Neither Mr. Jacobs nor Ms. Mower would accept any compensation for their time or gasoline.

Eugene Villacourta, Division 8 Dispatcher: (report turned in by a Division 8 operator). A mail unit was stolen from the Division at about the same time a disgruntled

passenger, who wanted to be taken home because he had missed his bus left the Train Room. The following day, Villacourta spotted the man on the street and followed him to the man's home, where he spied the missing mail unit at the back of the man's house. Villacourta notified the police and the unit was recovered.

W.A. Chatelain, Line 86: This morning our bus could probably have made the signal after picking up a passenger at Glendale Avenue and Riverside Drive, but the driver of a 39 Line bus kept honking his horn to signal transfer passengers and our driver waited. It was just a couple extra seconds wait, but it saved a couple passengers the wait for the next bus, which could have been 12 minutes or more.

Albert E. Troy, Line 83: Not only was he pleasant, courteous and helpful, but in addition to these remarkable qualities he called out the street names for each stop, the related street numbers, names of buildings and transfer points, all of which indicated a careful study and knowledge of his route. He drove the bus competently, without jerky stops and starts.

James E. Fields, Line 9: He

found the saving account pass book for an older couple and was concerned they get word about it, and he was afraid returning it via normal channels might take time and cause them worry. So, he took time from his break (we were at the end of the line) to telephone the home, after getting their number from information, and tell them at what time he would be returning to the area so they could pick up the passbook. Such thoughtfulness deserves recognition, although I know he does not expect any.

Charles Pope, Division 5: He is unfailingly polite and gracious to all. I've been on the bus when it is jammed with people and instead of ordering already boarded passengers to the rear at the top of his voice, in a rude manner, he always requests passengers to do so. In response to his good manners, everyone cooperates.

Lawrence W. Watson, Line 820: One or more cars hit the left side of our bus. I could not see which car caused the accident, but I must say I have never seen anyone act with such composure under such adverse conditions. He acted with coolness and professionalism of the highest calibre which, I am sure saved us from injury.

Renee Gwinn, Line 44: The bus was crowded and the number of people waiting to board at this stop was large. As the driver asked passengers exiting to please use the rear door, a high-school-aged boy pushed his way onto the bus

through the rear door. The driver observed this and immediately told him to get off the bus and come through the front door and pay a fare. I believe this is commendable as I have seen the same thing happen many times and either the driver did not notice.

Penny A. Sanchez, Division 7: In the hustle and bustle of our daily lives we frequently only hear complaints. I wish to record a commendation for the courteous service my wife and I receive from one of your drivers. She always greets us with a friendly smile or warm hello. If anyone is ever in need of help or information, her replies are accurate and considerate. Her solicitous attitude is a great "plus" for your company.

Joe B. Moore, Line 73: I thought it was time to give credit where credit was due. I am a senior citizen and I just would like to express my opinion about Mr. Moore. He is courteous, conscientious, respectable and each and every day his personal appearance is always immaculate. I would like to say, also, that Mr. Moore does not tolerate smoking, radios being played or profanity. He is respected by me for being the type of man that he is.

James Gardner, Line 438: I wish to express my pleasure in taking the bus to work. James Gardner is especially outstanding and shows a genuine interest in his job, the passengers and his positive outlook starts my day on the right foot.

SCHEDULE CHANGES

Moving Up

Shamseddin Azbi, from mopper/waxer to temp. cash clerk.

Jeffrey R. Barron, from shipping clerk to S/S/C-Truck driver.

Alfred F. Boctor, from opr/Extra Suprv of V.O. to Suprv of V.O.

Lorraine Bowen, from info clerk to asst. sup. C.C.C. ofc.

Ronald Bradbury, from operator to mechanic C.

Harry I. Carlson, from opr/extra suprv VO to suprv of VO.

Frank Cecere, from operator to opr/extra inst. of VO.

C. Coleman, from opr/extra suprv of VO to suprv. of VO.

Charles Crawford, from operator to opr/extra inst. of VO.

Jerry J. Cruz, from opr. ex. div. dispatcher to div. dispatcher (3206).

Essie Durley, from rel. st. shop clerk to stock shop clerk.

Gloria Fabiano, from st. shop clerk to rel. eq. rec. spec.

Bob Falvey, from div. maint. mgr. to sup. of shops & autos temp.

Abel Garcia, operator to opr/extra inst. VO.

Robert Gonzales, from operator to opr/extra inst. VO.

Patrick Graves, from mechanic A to mechanic A leadman.

James I. Green, operator to operator/extra inst. VO.

Roy Green, from svc. attendant to jr. stock clerk.

Susan P. Harvey, from opr. ex. div. dispatcher to div. dispatcher (3207).

Leroy Hassler, from mechanic C to mechanic B.

James Hawkes, from opr/extra suprv. VO to suprv. VO.

Norman Hebert, from opr. ex. div. dispatcher to div. dispatcher (3208).

Brenda F. Hicks, from st. shop clerk to rel. eq. rec. spec.

Samuel Johnson, from utility A to equip. service suprv.

Nathaniel Jones, from operator to opr/extra inst. VO.

L. Kangarlou, from temp. cash clerk to cash clerk.

Donald R. Karlson, from opr. ex. div. dispatcher to div. dispatcher (3201).

Marsha Kimble, from ticket clerk to ticket office and reports clerk.

G.W. King, from sr. supv. of VO to asst. chief supv.

Ann Lammey, from keypunch operator to data ctl specialist.

Jack Landrum, from mechanic C to mechanic B.

Henry Martinez, from mechanic B to sheet metal worker.

Masao Matsumoto, from equip. maint. suprv. II to eq. maint. suprv. II/rel mgr (temp).

Rosemary Mayer, from stenographer to general clerk II.

Jack Owens, from opr. ex. div. dispatcher to div. dispatcher (3201).

Fannie M. Petty, opr/extra suprv. VO to suprv of VO.

Patricia L. Potter, from cash clerk to cash/payroll clerk.

Frank Provencher, from mechanic A rel. leadman to mech. A ldmn.

Lee Quick, from operator to opr/extra inst. VO.

Larry Rauch, from utility A to mechanic C.

Irene S. Rayford, svc. attendant to duplicating mail clerk.

David Santillanez, from mechanic C to mechanic B.

Nick Stasinos, from cash/payroll clerk to payroll clerk.

John Sweet, from mechanic B to mechanic A.

Grace L. Thomas, from operator to opr/extra inst. VO.

Gene M. Trombley, from mechanic A to mechanic A leadman.

Fred Vincelett, from mechanic B to mechanic A.

Bonnie Williamson, from keypunch operator to stock shop clerk.

Opal Williams, keypunch operator to supervising KP operator.

Jerome Whitelock, from mechanic A to mechanic A leadman.

Shifting Gears

Norman B. Brooks, 27 years. Operator at Division 6.

Fred George, 17 years. Operator at Division 9.

Frank E. Gordon, 34 years. Division Dispatcher at Division 7.

Raymond F. Lamb, 34 years. Traffic Loader.

Robert J. Monday, 33 years. Operator at Division 6.

James G. Oliver, 35 years. Assistant Director of Management Information Services.

Rodney U. Robinson, 12 years. Operator at Division 9.

William E. Steers, 33 years. Operator at Division 12.

James H. Taylor, 25 years. Senior Schedule Planner.

Theodore Wedlow, 35 years. Operators at Division 2.

Benjamin D. Whittington, 23 years. Assistant Division 9 Transportation Manager.

Earl V. Wieringa, 16 years. Operator at Division 8.

In Memoriam

Gerald V. Cameron, former Mechanic A at South Park Shops, passed away February 24. He joined the company in August, 1942, and retired in June, 1969.

Jack M. Ensign, former Radio Dispatcher with Transportation Services, passed away February 27. He joined the company in November, 1953, and retired in April, 1978.

Gilbert B. Henry, operator at Division 3, passed away March 13. He joined the company in August, 1978.

John L. Lindsay, former operator at Division 3, passed away on February 20. He joined the company in February, 1943 and retired August, 1962.

Horace G. Norie, former operator at Division 5, passed away February 26. He joined the company in October, 1946, and retired January, 1980.

Talmage Odom, former Mechanic A at Division 1, passed away February 3. He joined the company in September, 1945, and retired May, 1973.



SPRING



SUMMER



FALL



WINTER

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Where Do Credit Union Profits Go?

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District bids

More than 500 years of service to the District and its predecessor agencies was represented by recent groups of retirees, honored by the Board of Directors in ceremonies held at District headquarters. At right, Director Marvin Holen (left) presents commemorative plaques to (front row, left to right) Judy Norie (accepting for her father, the late Horace G. Norie), Dayton L. Holloway, George A. Briggs, Abraham Griffith, (back row, left to right) Art Begg, Charles Haudenschild, Richard R. George, Joseph E. Wharton and Frank Gordon.



farewell to

Also taking years of invaluable experience with them in addition to plaques presented by Director Holen were (front row, left to right in photo at left) Frances S. Lewis, Oscar Gibson, Frank L. Lilley, Ward Crabe, (back row, left to right) Raymond F. Lamb, Joseph D. Gentry, Ernest P. Thommes, Bueford J. Tharp and Jim Oliver.

retiring employees

In the most recent group to retiree, Director Don Gibbs (left) presented plaques to Frank Poppleton, Vida Mae Poppleton (yes, they are husband and wife retiring together), John W. Sampson, Miguel Reyes, Winston Suggs, (back row, left to right) Robert Wade, Frank Mieczkowski and Robert Mattingly.



There are far too many retirement parties each month for Headway to cover them all, however, a few held in the past month are pictured here, clockwise from right. Jim Oliver (center) was honored following 35 years of service. With Jim are Director of Management Information Services R. Pentek (right) and Padie Brennan. Helping traffic loader Ray Lamb into retirement were (from left) Division 1 Transportation Manager Ben Lynum, Lamb, Division Steno Cher Fortuno and Supervisor, Passenger Services and Facilities William Bennett. When Information Operator Vi Poppleton (center in white dress) retired after 22 years, her friends gathered to say farewell and share some cake. Husband Frank (behind Vi) also was invited since he, too, was retiring from his road supervisor job after 35 years. Out at Division 9, some 200 friends and co-workers of Assistant Transportation Manager Ben Whittington gathered to wish him well after his 23 years with the District. Pictured are (from left) Jack Greasby, Whittington, J.J. McCullough and Art Begg.



ENERGY CONTINGENCY PLAN

What a difference a year makes!

(Continued from page 1)

short notice to meet increased ridership demand.

— To guarantee that sufficient fuel would be available in an energy emergency to meet demand and to increase the District's fuel storage capacity.

— To develop more channels for getting information to the public and avoid the confusion and delays that became apparent during the May crisis.

— To encourage employers in the service area to stagger working hours and make the best possible use of equipment during these extended peak periods.

In terms of a reserve standby bus fleet, the District is not much better off today than it was one year ago, according to Manager of Planning and Marketing George McDonald, but that picture should improve soon.

"Looking at the present day, we are not in good shape," McDonald says. "For all intents and purposes, there is no reserve bus fleet and such a fleet is the basic peg for any energy emergency response."

However, after nearly two years of effort, the District begins receiving the first of 1,200 new buses this month. It will take almost another year before delivery is completed.

"In six months we should be able to breath easier," McDonald says. "As new equipment arrives, we will be retiring a lot of our oldest buses, but some of the better ones will be set aside to form a reserve fleet. By next year we will be in fine shape in terms of a reserve fleet. It would be between 300 to 500 buses."

"However, there are no funds in sight to operate those buses," he adds.

While operational funds may be in question, UMTA, the funding arm of the Department of Transportation (DOT), has proposed a bus rehabilitation funding proposal and guidelines for stockpiling of buses for use in emergencies. Federal funds would be made available under the proposal for storage and related costs.

According to Planning Analyst Fred Ybarra, who has been working closely with the Energy Contingency Plan, the use of school buses to supplement District equipment in an emergency is still being studied. However, he added that the emergency would have to be severe to outweigh the disadvantages presented by school buses,

District has made the most impressive gains. Last May it became apparent that the majority of new riders were totally unfamiliar with how the system operates. To get information they called the Telephone Information Center, which was unable to handle the flood of requests. Hour-long waits on the phone made headlines. Part of the problem was the same people calling over and over and the time-consuming problem of explaining something to someone unfamiliar with what you are talking about.

The number of Customer Service Centers has doubled in the last year to 10. The number of locations where patrons can purchase passes, such as markets and

get to and from work without a corresponding increase in equipment, Ybarra says most of the studies indicate employers and employees think this an inconvenience.

In the event of another emergency, people would have to be prodded into staggering their work hours, Ybarra says, and he hopes city and county government and some of the area's major employers would set an example by doing this voluntarily.

"We can't force the issue," Ybarra explains, "but even extending the 6 to 9 a.m. and 3 to 6 p.m. peak periods by one hour would make a big difference."

Other changes that have taken place in the past year that should increase the District's ability to respond to an emergency include the addition of part-time operators to the workforce and the agreement with the mechanic's union to allow some sub-contracting of mechanical work. Both of these provisions are seen as critical factors in placing more buses in service and keeping them running in the event of an emergency.

McDonald added that the District is also working with Caltrans to locate and obtain additional Park/Ride locations. The Park/Ride operation has steadily continued to increase its ridership, carrying more passengers now than it did last May.

Ridership figures decreased overall by about 15 per cent between May of last year and January, 1980, but they have not dropped back to pre-crisis levels. In fact, they have continued to climb and are fast approaching May's peak.

"Statistics for March show average weekday boardings of 1.3 million, the highest level since May, when average weekday boardings hit 1.37 million," McDonald says.

"Even without long gas lines, our level of patronage is now close to what it was last May, which is partially attributable to normal growth (averaging seven to eight per cent annually) and partially because of the rising price of gasoline," he says.

McDonald estimates that average weekday boardings will reach 1.5 million during the coming fiscal year.

Therefore, the question now would seem to be whether or not the District will have the funds available to provide a level of service that can handle that kind of demand.

In a talk delivered last month to the Wilshire Rotary Club, General Manager Jack Gilstrap summed up the situation, pointing out that there was nothing pending, in either Washington or Sacramento, to help public transit deal with another emergency situation like last May's.

'For all intents and purposes, there is no reserve fleet and such a fleet is the basic peg for any energy emergency response.'

which have stick shifts, smaller seats, no fare boxes, only one door and, generally, are in service during the same peak periods as District equipment.

In the area of fuel availability, the American Public Transit Association (APTA) has worked with DOT to develop regulations that provide public transit with 100 per cent of the fuel it needs to operate. In an emergency, public transit would have a high priority in fuel allocations.

At the same time, the District has been actively expanding its fuel storage capability. Divisions 7 and 9 now have tanks capable of storing a 10-day supply of fuel. The goal is to have such a system district-wide, Ybarra says.

In terms of opening more information channels to the public, the

banks, is now past 250 and heading for a hoped for 500. There are currently more than 500 locations where passengers can pick up free timetables.

Also, the new Bus Stop Sign Information program is being installed in the San Fernando Valley and may eventually be expanded systemwide. In addition to basic fare information, the signs give details on schedule and route for lines serving that stop.

"In the event of a repeat of last May's situation, we would bolster these decentralized ticket offices with more people to make the full range of bus information available there," explains McDonald. "In that way, fewer patrons would need to call into the Telephone Information Center."

In terms of staggered work hours, which allow more riders to

Special thanks

General Manager Jack Gilstrap (left) presents a special Certificate of Appreciation from the RTD Board of Directors to Robert J. Datel, formerly District Director of the California Department of Transportation in Los Angeles and recently appointed assistant to Caltrans Director Adrianna Gianturco. Datel, who has been a member of the state's transportation department for more than 32 years, was an early supporter of the bus-on-freeway program in Los Angeles and has continued to contribute significantly to the general operation of the El Monte Busway and to the development of the Century Freeway Busway project.



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