



HEADWAY

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Across-the-board fare hike implemented

Inflationary pressures, reductions of state sales tax subsidies and federal operating grants and the drawn-out legal battle over Proposition A all combined to force the RTD Board of Directors to raise fares for the third time in less than three years.

The basic cash fare increased 20 cents to 85 cents, while the price of the regular monthly pass rose to \$34, up from \$26. The cost of transfers for regular riders was reduced a nickel to 15 cents and, as was the policy, is limited to two uses.

Fares for senior citizens, the handicapped and students increased, also, along with the addition of higher fares on express bus service for these groups.

The new fare structure, which went into effect July 1, was set after the Board adopted an operating budget for Fiscal 1982 of more than \$380 million. The action was taken at a special meeting of the Board on June 22.

Hundreds of passengers had attended a marathon, day-long public hearing concerning the fare increase at District headquarters on June 13. The most vocal groups were the seniors, handicapped and students, all of whom

expressed concern over proposed increases in their discount fares.

As they had the previous year,

the Coalition for Economic Survival sought to block the fare increase by obtaining a court injunction. Attorneys for the group

argued that the fare hike would unfairly impact the elderly, poor and handicapped in direct violation of a state law which encourages use of public transit by these groups.

RTD Acting General Counsel Suzanne Gifford successfully countered that argument, saying the District could not afford to eliminate or postpone the fare increases. In last year's suit, a judge ruled that the court had no jurisdiction to interfere with fares, which are a legislative matter.

Uncertainty over future federal and state funding presented the Board with a difficult hurdle to overcome in determining a new fare structure. The basic cash fare could be reduced to 50 cents if Proposition A, the half-cent sales tax increase designed to fund transit projects, is held to be legal. In addition, federal subsidy funding, currently running in excess of \$60 million a year, is expected to be considerably less in the years ahead.

The new fare structure will help us offset the loss of subsidies we are experiencing because the amount of sales tax revenues and

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Prop. A still in court

The July 1 implementation date for the half-cent sales tax increase came and went and the 54 per cent of Los Angeles County voters who approved the measure are still paying six cents on the dollar.

Proposition A, as it is called, is still wrapped up in legal maneuverings, awaiting a decision as to its validity from the California State Supreme Court. The earliest the tax could start being collected now is October 1, since the State Board of Equalization, which administers such things, can only begin collecting a tax on the first day of a quarter.

Sponsored by the Los Angeles County Transportation Commission, Proposition A would have raised an esti-

mated \$225 million for mass transit projects in the county, including a rollback of the RTD's basic fare to 50 cents.

The legal questions arose over whether or not the sales tax hike is a special tax as defined under Proposition 13. If the court determines it is, then a two-thirds vote of the electorate is required, not just a simple majority. LACTC argues that it is a state-created agency exempt from Prop. 13 and the half-cent sales tax hike is for transit and not to replace any property tax revenue.

In a related move, State Assemblyman Howard Ber- man (D-Los Angeles) has sponsored a bill that would accomplish the same results as Proposition A moneywise.

Updated survey measures changes in ridership

In an attempt to gauge how RTD ridership attitudes have changed in recent years, and to determine what emphasis a worsening of the energy situation might have on getting people to take the bus, the District conducted its second Service Awareness and Transit Ridership Study.

"The first service awareness study was conducted in 1978 and this second study was designed to measure changes which have occurred since then, especially in determining the effects of the 1979 gasoline shortage in bringing new riders to the system, finding out whether they have contin-

ued to use public transit and, if not, why they have left," explains Manager of Market Research for the District, Jackline Matosian.

"The purpose of the study was also to collect information about the public's awareness of transit, their attitudes toward the District and the services we offer, who

rides the bus and why, and, if they do not commute by bus, what would it take to get them on board," Matosian says.

The \$76,500 study, 80 per cent funded by UMTA, was conducted by Data Sciences, Inc. of Van Nuys in January of this year. Interviewers conducted a total of 1,134 personal, in-home interviews with heads of households, which were selected in proportion to the population in nine designated RTD service sectors.

Since the 1981 study was essentially a measure of changes which have occurred since 1978, Matosian points out that many of the questions were similar to ones used in the previous study.

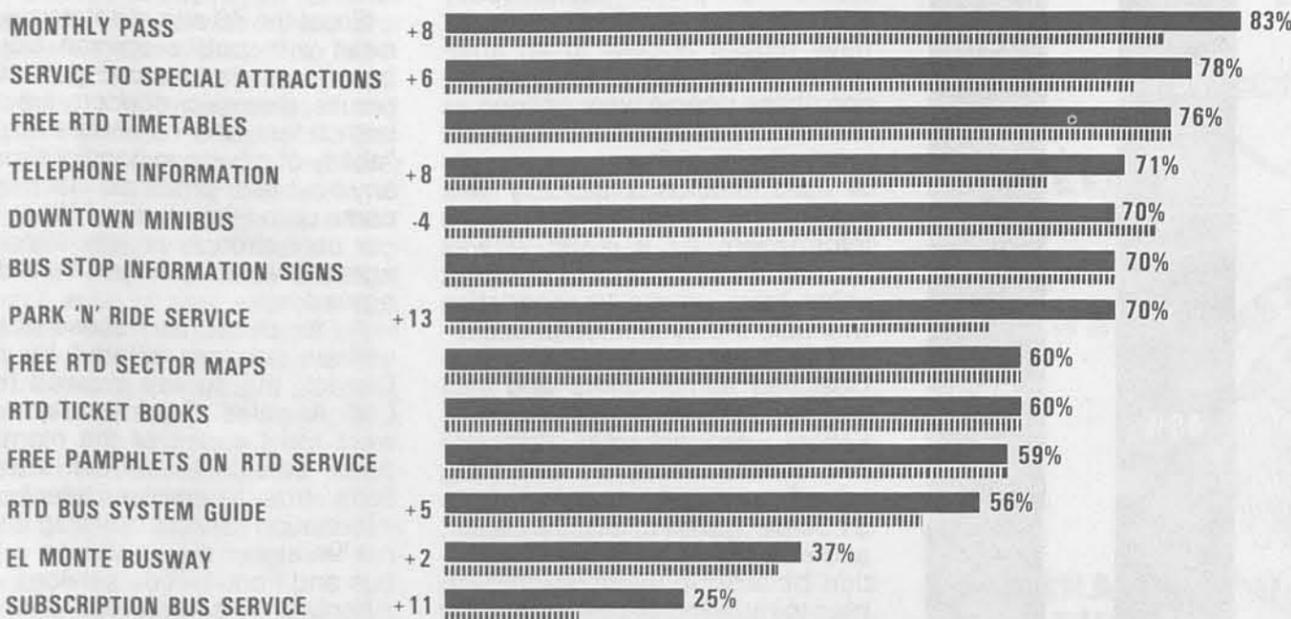
However, several new areas were explored, and these included questions concerning which aspects of RTD services have kept new riders (those starting since May, 1979) with the system and turned others away, and the extent to which people consider public transit availability when purchasing a home or choosing entertainment or recreation facilities.

Other new areas explored were commuter trade-offs between gasoline prices and its availability and at what point commuters would take the bus, and transit rider trade-offs between fare increases and service reductions.

Matosian points out that the survey results, published in late June

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Awareness of RTD Services (Total Respondents)



1978

1981

TRIPPERS

Very interesting . . .

RTD employees who are currently enrolled or are considering enrollment in the Payroll Savings Bond Plan will find this interesting. As of May 1 the U.S. Treasury Department has increased the interest rate for savings bonds by one per cent.

The interest rate paid on Series EE bonds is now 9 per cent, compounded semi-annually, when the bonds are held to original maturity. In addition, the term to maturity has been shortened from nine to eight years. The interest rate for Series HH bonds also rose a point, from 7½ to 8½ per cent, to their original maturity, which remains at 10 years.

"This rate not only applies to new bonds, but will be effective on all savings bonds sold by the Treasury since the inception of the bond program in 1941," says Wayne M. Hoffman, U.S. Savings Bond chairman for the Los Angeles area. Hoffman adds that approximately \$70 billion in bonds and savings notes is presently held by 23 million American households.

To find out how you can begin participating in the monthly payroll deduction savings bond program at RTD, call the Personnel Department at extension 6173.

Wedding bells . . .

The bells were ringing on May 23rd for Nancy Chester, a technician aid in Bus Facilities Engineering. Nancy, who has been with the District for seven years, became Mrs. Gene Blumetti. Gene works for the Arcadia School District. The bonds of matrimony were tied outdoors at a garden wedding in

West Covina, where the couple plan to make their home.

Silver bells . . .

At the other end of the spectrum, so to speak, Mr. and Mrs. Amadeo Montoya celebrated their silver wedding anniversary on June 23rd. Amadeo, a minibus operator working out of Division 3, has been with the District nine years. He celebrated 25 years of wedded bliss at a garden party thrown by his children: Derek, 20; Viola, 18; Lisa, 14; and Mark, 9.

New arrivals . . .

South Park Shops service attendant Marco A. Sanchez and his wife, Dora, are the proud parents of a new baby boy, Christopher Marc Sanchez, who arrived June 7, weighing in at 6 pounds, 8½ ounces.

Doris "Dee Dee" Dozier, a Secretary II in the Planning Department, and her husband, Norris, are the proud parents of a new little baby girl. The couple's first

child arrived July 16, weighed in at 7 pounds, 15 ounces and was 20 inches long. Norris and Doris say they will call her Norrisa.

Hotline . . .

If you have a question, suggestion or constructive criticism about District operations that you want to express directly to management, the Employee Hotline may be just the thing for you.

The number to call is 972-6683. You leave a recorded message and, while identifying yourself is not required, if you want a reply to your question or suggestion you leave your name and work location.

Messages are received and transcribed daily with questions and comments passed on to management.

The Hotline number — 972-6683 — can be called any hour of the day or night, seven days a week.

Survey studies who rides, who doesn't and why

(Continued from page 1)

in a summary report which will be followed by more specific and detailed reports, have already been used to provide the Board of Directors with information to help them determine the new fare structure which took effect on July 1, and in assisting the Los Angeles County Transportation Commission with the preparation of its Proposition A court case.

Other areas in which the survey information will be used include determining which media to choose for advertising purposes, especially when trying to reach specific rider groups; evaluating an operator-passenger relations training program; assisting the News Bureau in providing accurate information about District

ridership to the press; providing factual quotes for use by members of the Board of Directors and the executive staff; and providing information for Planning Department personnel to use when making service improvements or cuts.

Highlights of some of the study's major findings follow.

Started and stopped. In the 1981 survey, it was found that 21 per cent of those interviewed had started using public transit on a regular basis within the past three years. Of those, nearly half had started and then quit. The majority of reasons for quitting were unrelated to transit service itself. For example, most stopped because they gained easier access to an automobile, or changed jobs or because they started getting a

ride from someone. They only transit-related reasons for starting and then stopping were slow or inconvenient schedules (17 per cent) and poor routing (eight per cent).

Who's riding. For the purposes of the study, those surveyed (respondents) were broken down into four categories: non-users who never ride public transit, heavy transit users who ride 20 times or more a month, moderate users who take public transit 4 to 19 times a month, and light users who ride less than four times a month.

In terms of geographic area, 32 per cent of transit users live in the West Los Angeles area and 16 per cent reside in the South Central Los Angeles area. Non-users were more concentrated in the San Fernando Valley (19 per cent) and San Gabriel Valley (19 per cent). Not surprisingly, the majority of non-users were Caucasians (72 per cent), while transit users were more common among Blacks and Hispanics.

(RTD's present rider population racially is approximately 57 per cent Caucasian, 18 per cent Black and 21 per cent Hispanic).

Also, the report found a negative relationship between income and public transit usage with 41 per cent of those reporting average yearly incomes under \$5,000 using transit within the past week, while only nine per cent of the \$20,000 and over group had used public transit.

In the 1978 survey it was found that a high proportion of heavy and moderate transit users did not have regular access to an automobile. Thus, without any real option, these people were defined as "transit dependent." In the current study, the question about personal transportation availability was modified to obtain more accurate information. As a result, it was learned that 79 per cent of transit users have private transportation available if they choose to use it.

The next crisis. The group classified as non-users who said they regularly commute to work or school were asked to consider one of nine scenarios depicting gasoline prices ranging from \$1.50 per gallon to \$3.50 a gallon, and scarcity ranging from imposition of an odd/even purchasing plan to rationing of only 15 gallons per week.

Three groups emerged. A 25 per cent "hard core" group that

would not consider ride sharing or public transit no matter how expensive or scarce gasoline might become, a 30 per cent "moderate" group that might consider public transit under some of the harsher scenarios, and a 45 per cent "transit susceptible" group that would start climbing on buses under the least severe of the pricing and availability scenarios. (At the time of the study, gasoline prices were averaging \$1.30 per gallon).

Hikes or cuts. Another section of the study dealt with trade-offs between fare increases or service cuts. Respondents indicated they were willing to pay as much as \$.151 more in fares to prevent headways from being raised to 30 minutes or more. The second least attractive alternative for riders was the elimination of weekend service with those surveyed claiming they would rather pay as much as an additional \$.141 to prevent this from happening.

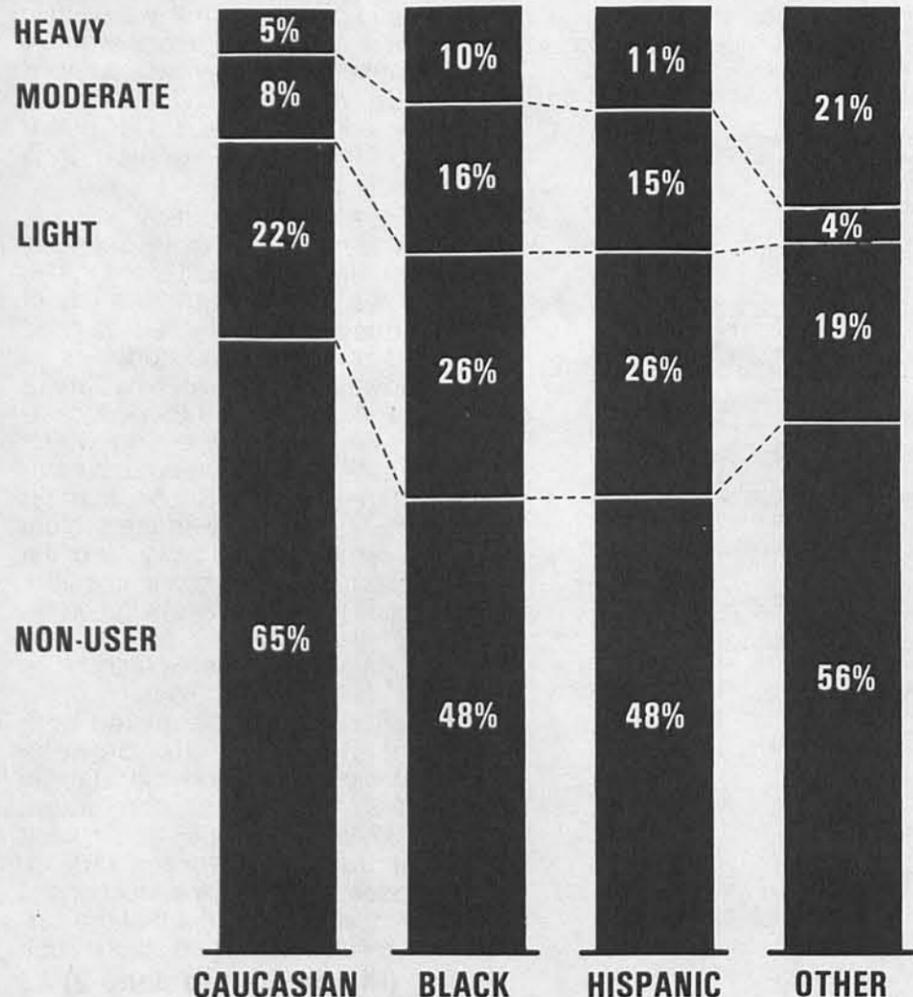
Attitudes and awareness. One section of the 1981 study dealt with public attitudes toward the District and its services. Respondents were asked to rate seven different local, state and national organizations on how good a job they felt each was doing. On a scale ranging from one for "poor" to five for "excellent," the District ranked 2.6 along with the City of Los Angeles and Caltrans. All seven organizations ranked between 2.6 and 2.8. Fifteen per cent of those answering the question rated RTD's service good to excellent.

Six of the 40 attitude statements dealt with public opinion about bus operators. According to the results, the major concern among both riders and non-riders is the "ability of drivers to handle almost any trouble or problems that might come up on their buses." While 27 per cent strongly or very strongly agreed with this, 24 per cent disagreed.

As for public awareness of the various services offered by the District, the survey showed that Los Angeles County residents were most aware of the monthly pass, service to special attractions, free timetables, telephone information service, bus stop information signs, the downtown minibus and Park-n-Ride services. Incidentally, a comparison with the 1978 study showed a 13 per cent increase in the public's awareness of Park-n-Ride.

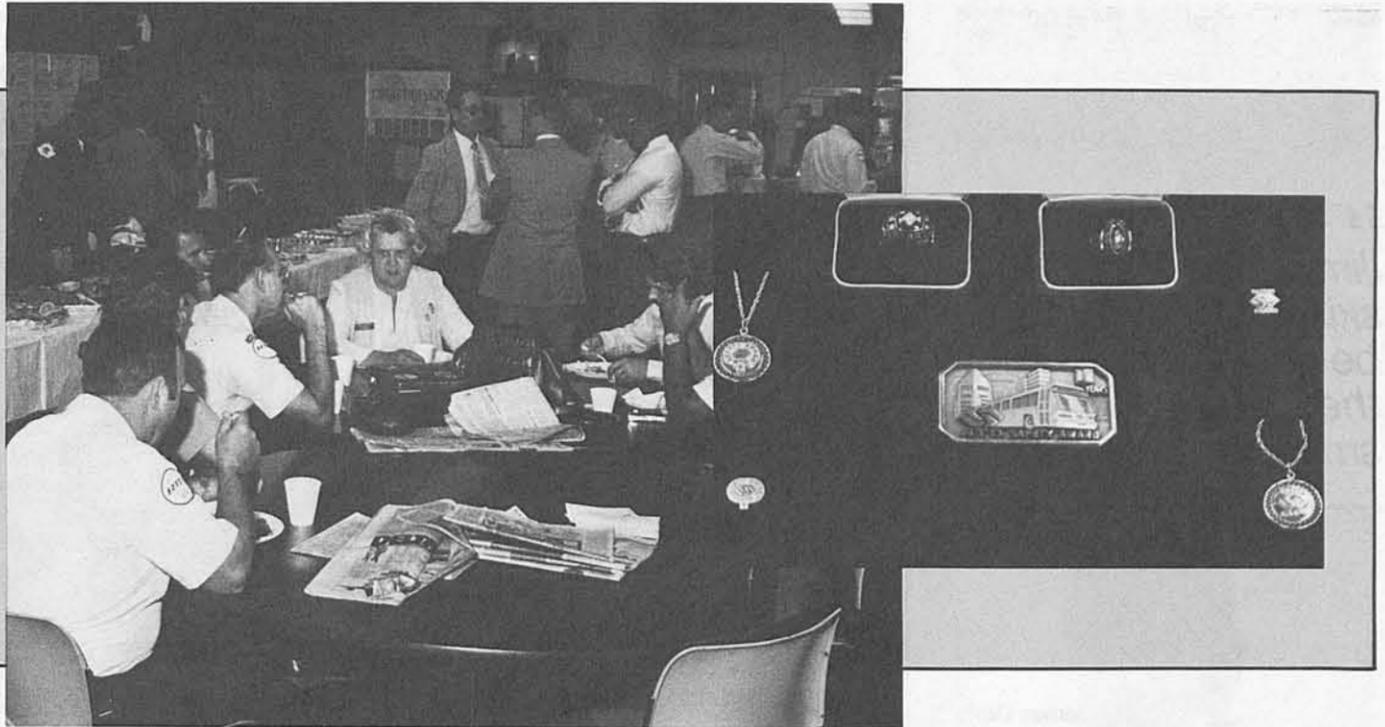
Transit Ridership by Ethnic Groups

LEVEL OF TRANSIT USE



Safe celebration

RTD Director Ruth Richter (seated) and members of the executive staff break bread with drivers and mechanics at Division 8 in Van Nuys during a recent Safe Worker Award Luncheon. Part of a series of luncheon award presentations hosted by the Safety Department, the event recognizes employees for their safe performance during the past year. Those receiving the awards can choose from among a variety of items (inset) including belt buckles, rings, pins and pendants. There's only one catch. You can't have had an accident.



Inflation pushes RTD budget to \$380 million

More than one million dollars a day.

That's how much money the RTD will spend on operating expenses under a new Fiscal 1982 budget approved by the Board of Directors on June 22.

Inflation has pushed the \$380 million budget, which covers the period from July 1, 1981, through June 30, 1982, up by more than \$40 million over the previous fiscal year. At the same time, District revenue sources have not kept pace with inflation.

"We have three primary sources of income to meet our annual

operating expenses — the farebox, state and federal government subsidies," explains Board President Thomas Neusom. "Consequently, we have had to turn to the farebox to provide the majority of funds needed to meet our Fiscal 1982 operating costs and to avoid severe service reductions."

(Marketing Research studies have shown that passengers prefer to pay increased fares, rather than have the present level of service reduced).

Part of the problem is that, for the first time in 10 years, revenues based on state sales taxes have

not kept pace with or exceeded the rate of inflation. In addition, Neusom points out that public transportation is forced to compete for funds with other vital public services such as public safety, health care and care for the disadvantaged.

The District's total operating expenses budgeted for FY1982 will be \$380,458,000. State sales taxes apportioned to transit will provide \$116,305,000 and the federal government's Urban Mass Transportation Administration will provide \$66,860,000. Together, state and federal support totals \$183,165,000 — just slightly more than the \$179,434,000 received in FY1981.

Thus, passenger revenues must provide \$178,710,000 as compared to the \$138,360,000 generated by the farebox in FY1981.

Passenger revenues in FY1982 will account for approximately 47 per cent of the District's operating costs, compared to the 41 per cent for FY1981.

Major expenses in the new budget once again are wages and

salaries and diesel fuel. For FY1982, wages and salaries will total \$207,983,000, up from the previous fiscal year's \$188,023,000. Diesel fuel costs will jump from \$27,477,000 to \$33,960,000.

Increases also will occur in health insurance, workers compensation, spare parts and other miscellaneous costs.

Every cloud has a silver lining, however, and the budget is no exception. Costs have actually gone down in some areas.

The District's improved safety record has resulted in lower insurance costs. As a result, public liability and property damage costs budgeted declined from \$29,080,000 in FY1981 to \$27,066,000 in FY1982.

Under the new budget, telephone information expenses will be down. Beginning August 1 phone information lines will only be open from 6 a.m. to 12 p.m. on weekdays and from 6 a.m. to 6 p.m. Saturdays and Sundays. No telephone information service will be available holidays.

Basic cash fare climbs to 85¢, monthly pass to \$34

(Continued from page 1)

federal operating subsidies currently available to the District are not keeping up with inflation," explains Board President Thomas Neusom, adding that the federal government has proposed eliminating all operating subsidies for transit.

Under the new fare system, senior citizens and the handicapped will be charged \$7.50 for their monthly pass, up from \$6. The pass price for students under 19 will be \$22, up from \$16. College and vocational students will be charged \$26 for their monthly pass, an increase of \$6.

These discounted groups will be required to pay higher fares for express bus service under the new fare system, something regular riders have done for years. Seniors, the handicapped and students must now pay 50 per cent of the regular express fare, which is the basic fare plus 40 cents for each freeway increment or step (roughly four miles).

As of July 1, if these discount riders wish to use express bus service they will pay the 40-cent basic discount fare plus a discount express charge of 20 cents per freeway step. For example, a senior citizen travelling from downtown Los Angeles to El Monte on the busway will be charged \$1 (the 40-cent basic fare plus 60 cents for three freeway steps).

Neusom noted that this new freeway-express policy should impact only a small portion of discount riders.

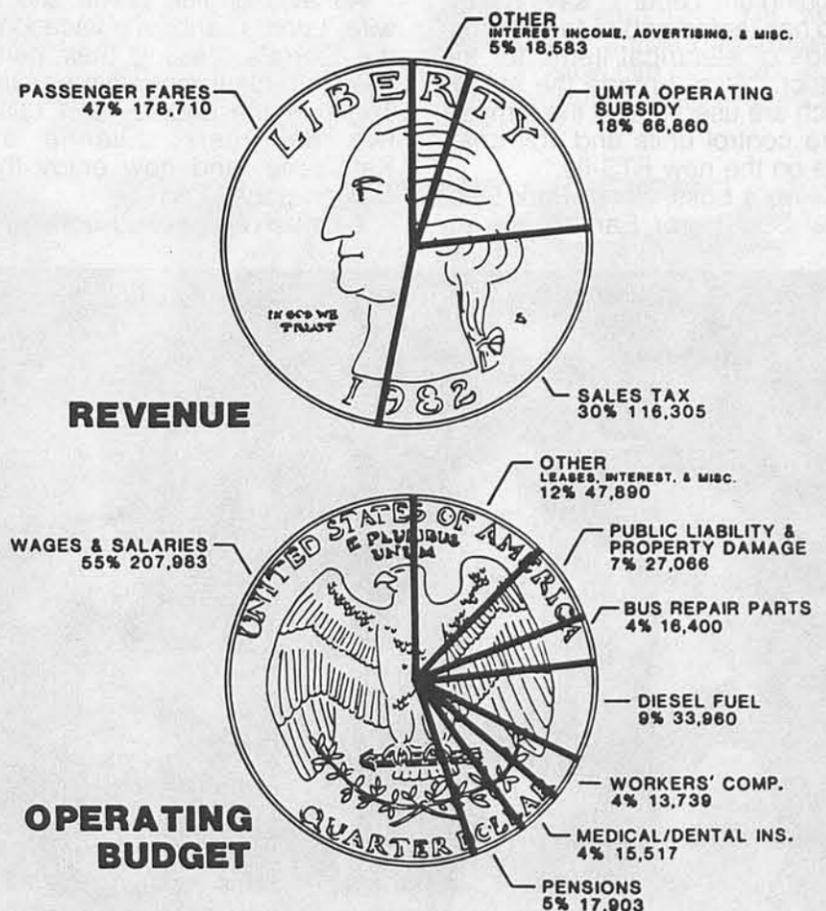
"We carry an estimated 200,000 senior citizens and handicapped persons each day, but only about 3.5 per cent, or 7,000, of them are expected to be affected by these changes," the Board President said. "At the same time, we carry some 140,000 students each day and we expect only 4,000 to feel the impact of this increase."

Systemwide, the fare increase, coming as it did on the heels of the massive June 21 Service Changes on the westside went into effect with only a few minor disruptions. Most operators reported passengers seemed resigned to the fact that this was just another increase in a world full of increases.

The District has been particularly hard hit by inflation, which has resulted in three fare increases since 1979. In November of that year the fare, which had been 45 cents, was raised a dime. In July of 1980, the basic fare was raised again to 65 cents.

Ironically, despite this rapid increase in fares, senior citizens are now paying less to use the system than they did in 1969. In that year the basic monthly pass was \$12, and seniors paid \$9. In 1975, when Los Angeles County funded the 25-cent flat fare program, the senior pass dropped to \$4. Today, the regular monthly pass is \$34, a \$22 increase over 1969. However, at \$7.50 for the senior pass, seniors are paying \$1.50 less than they did 12 years ago.

RTD OPERATING BUDGET FISCAL 1982 (THOUSANDS OF DOLLARS)



“
Jim is one of the many skilled men who can be counted on to keep the Park running smoothly.
 ”

James Davis



Life at RTD just like a stroll through the Park

RTD's South Park Shops are known throughout the transit industry for the innovative skill of the mechanics who work there. And two of the most skillful are Eldon Kelley and James Davis.

Located in South Central Los Angeles, the District's central maintenance facility has been the hub of local transit since the turn of the century. While Kelley and Davis have not been there all that time, between them they have more than 70 years of transit maintenance experience.

Mechanic-A James Davis estimates that in the 37 years he has worked for the District and its predecessors he has repaired some 46,000 brakes, rebuilt 240 diesel engines, fixed hundreds of the "steamers" used to steam clean engines and welded nearly 500 buses back together.

Davis had been on the job a little more than two years when a newcomer showed up—Eldon Kelley. Today, Kelley is a Mechanic-A relief leadman in the Park's Electrical Section and his skill at fixing electrical equipment and devising new and useful tools for testing that equipment has made him an invaluable District employee over the last 35 years.

"I made the first bearing pulley (a device used to take the air conditioning units apart)," says Kelley, who has tested and repaired thousands of electrical items for the District. "Also, I made the stands which are used to test the temperature control units and volt chargers on the new RTS-IIs."

Kelley's boss, South Park Electrical Supervisor Earl Morey ac-

knowledges that Kelley is a great help. He says, "Without these innovations we would not be able to check out the latest equipment on the new buses. Thanks to the ingenuity of men like Kelley we have been able to properly adjust manufacturer's specifications and make sure our electrical equipment functions properly."

Davis and Kelley have more in common than just their longevity on the job. Both men say they have been with the company this long because they enjoy the work and like the people they work with.

Davis, 57 and a resident of Los Angeles, began his career of putting transit equipment back together with the Pacific Electric Company, working on the still-remembered Red Cars. He put in 10 years as a PE employee and still thinks fondly of the Red Cars.

"Those big Red Cars were the best thing the streets of Los Angeles ever had," he says proudly. Davis keeps the memory of Pacific Electric alive today by serving as the president of the Pacific Electric Rod and Gun Club. Designed for fishing and hunting enthusiasts, the club had more than 1,800 members at one time. Today there are still about 100 members, many of them still working for the District.

An avid angler, Davis and his wife, Loretta, annually vacation in the Sierra's, casting their baited lines into clear mountain streams. Together the couple have raised two daughters, Eileene and Kathleene, and now enjoy their four grandchildren.

As much as he liked working for

Pacific Electric, Davis, who went to work right out of high school, thinks the District is an excellent place to be employed. He says the working conditions are excellent, the benefits are good and, to show how much he likes the job, he has been late for work only three times in 37 years.

"Jim is one of the many skilled men who can be counted on to keep the Park operating smoothly," says Bob Falvey, supervisor of South Park Shops.

Kelley's attitude towards his work is evident in the excitement you hear in his voice when he describes the equipment he has devised over the years for testing bus electrical systems.

"It's my responsibility to make sure the generators, starters, voltage regulators, wiring and other electrical systems on our buses are in good working condition," explains Kelley.

To say that bus electrical systems have changed in the 35 years that Kelley has been repairing them would be one of the great understatements of all time. When he started, the "system" was simple wiring. Today, there are transistors, circuit boards and micro-computers to contend with.

Kelley says that whenever a new development comes along — such as the introduction of transistors in the early sixties — all the electricians at the shop get together and develop ways to repair, test, and often improve what the manufacturer has sold the District.

Much of Kelley's spare time is spent working around the El

Monte home he purchased in 1950. He repairs his own cars at home, in addition to working on those of his two daughters — Linda and Lorene. Lorene, who is also a District employee, working as a secretary in the RTD News Bureau, says her father is an "all-around fixer-upper at home. He can fix anything."

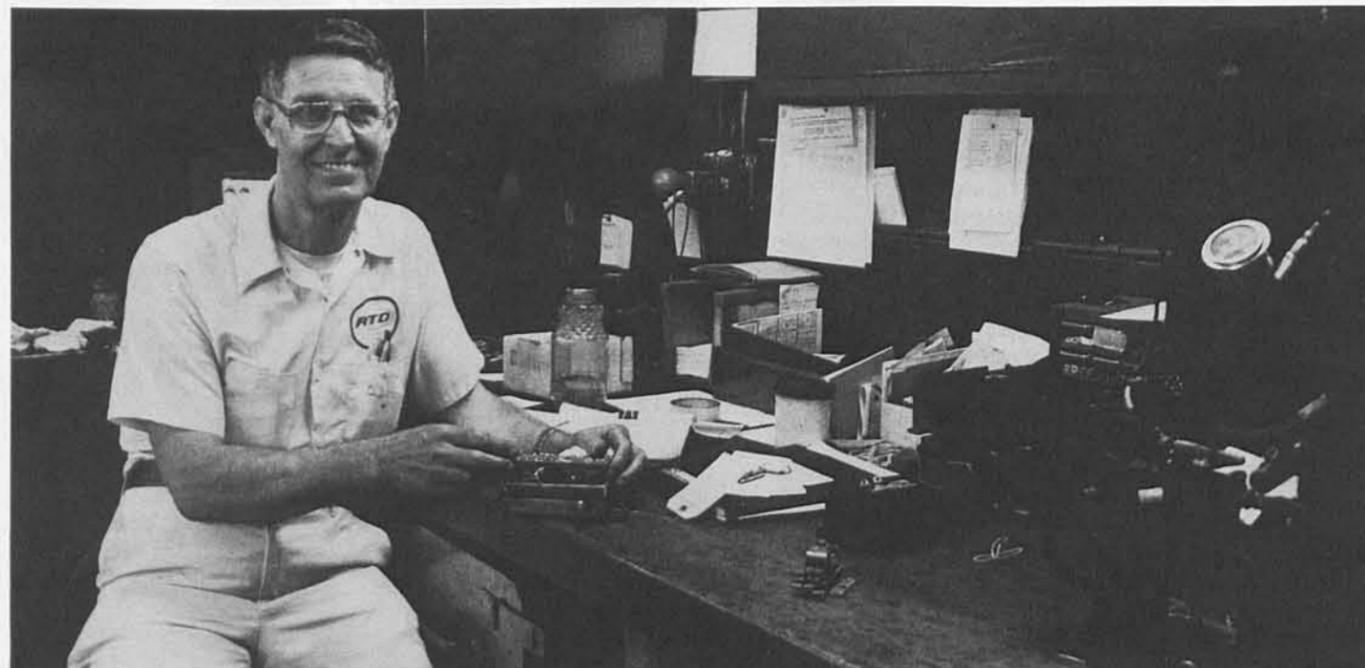
Kelley says he is grateful for all the things he has been able to accomplish over the years as a District employee. He joined the company right after serving in the U.S. Navy during World War II.

"The District has helped me and my wife, Angie, raise two daughters, pay for our home and put some money in the bank," he says. "I like my work so much that I'm not sure I want to retire, even though I'm eligible."

The 57-year-old sums it up best when he says, "I have come to depend on the District and, I think, the District depends on me. I want to keep it that way."

Every day, there are 1.3 million people who depend on the RTD to get from one place to another. Few, if any, of those riders know James Davis or Eldon Kelley or even stop to give them a thought. But, without these two skilled individuals, or the 1500 other mechanics and maintenance employees who keep things running smoothly, the District would not be transporting anyone.

(This article was prepared by Larry Nezhni, a student at California State University, Los Angeles, who is interning in the RTD News Bureau).



“
I have come to depend on the District and, I think, the District depends on me. I want to keep it that way.
 ”

They can be found throughout the District, in every department, at every level of employment. They have raised families, maintained careers and they stand ready to defend their country at a moment's notice. Every summer, hundreds of these District employees are away from their jobs, but they are not on vacation. They are members of the active military reserves and each summer they must spend two weeks preparing for a day they all hope will never come. Why they are in the reserves, what it requires of them and what they get in return varies from person to person. But, whether their reasons are financial or patriotic,

“They also serve . . .”

Eugene Gillis

Following four years of active duty in the United States Marine Corps, from 1966 to 1970, Eugene Gillis joined the District. He was recently promoted from Schedule Checker to Extra Radio Dispatcher and is undergoing training for that position.

But, training is nothing new for Gillis. He joined the Marines right out of high school and says he owes, much of his career training to them. He has taken basic electronic training, radio and computer fundamentals courses, equipment repair courses and is a fully qualified digital data terminal technician. All of which helped him to land the dispatcher position.

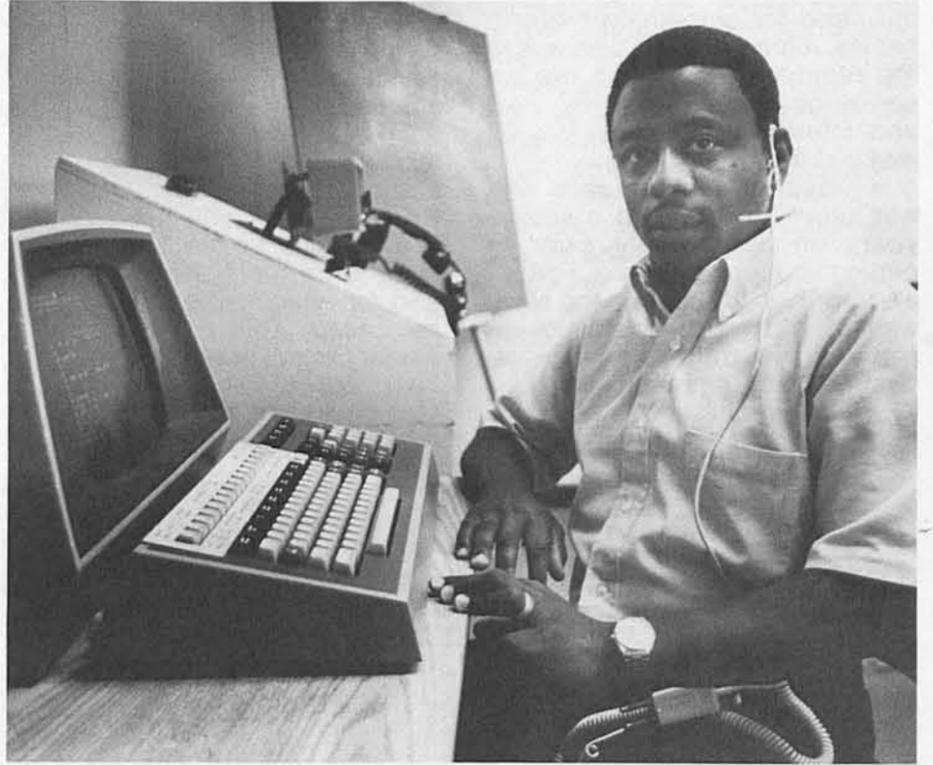
Furthermore, Gillis is a Master Sergeant with the Marine Air Support Squadron 4 stationed at El Toro Marine Corps station in Orange County. As the Squadron Operations Chief, Gillis is respon-

sible for insuring that squadron personnel are properly trained in their Military Occupation Specialty (MOS).

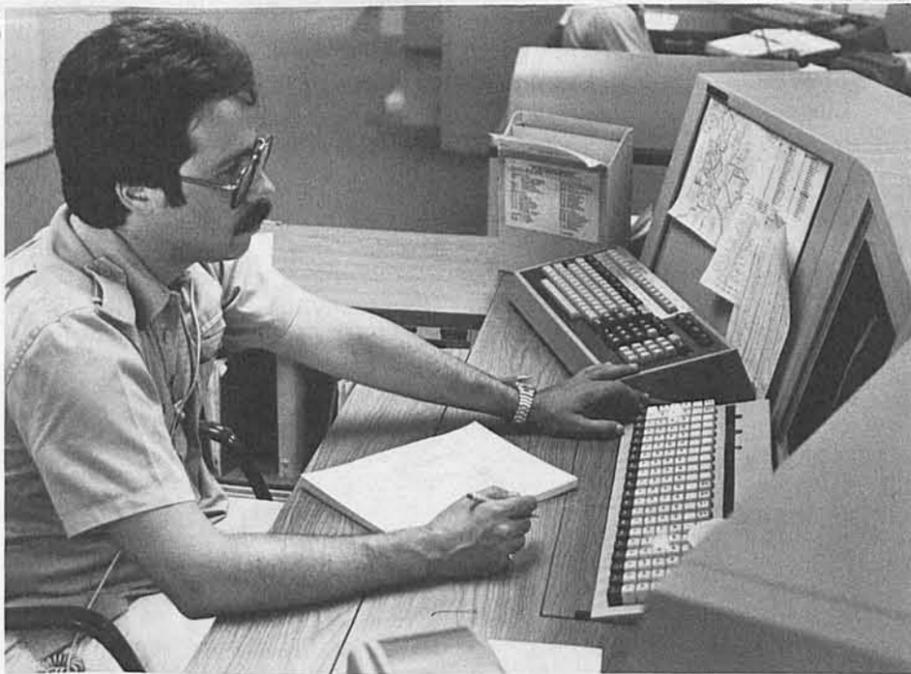
Gillis, who says he joined the reserves to maintain his association with the Marines, is proud of his unit's ability to respond in an emergency. "The unit has received a number of commendations from the Corps, including a citation for its combat readiness," he says.

How ready are they? Well, Gillis says his two-week active duty training will take place this year at the Marine base near Twenty-nine Palms to simulate the desert environment of the middle east.

An added benefit to being a member of the reserves, Gillis says, is that he meets a lot of interesting people. Among the members of his unit whom he occasionally sees downtown are an investigator for the District Attorney's office and an employee of the Los Angeles Times.



Eugene Gillis



Bob Fogelman

Bob Fogelman

A former bus operator now working as a radio dispatcher, Bob Fogelman has been with the District for six years. He had done a four-year stint in the U.S. Coast Guard as an electronics technician from 1967 to 1971. His tour of duty had taken him to such exotic locations as a light ship off the coast of Northern California and to Dana, Indiana, where the Coast Guard maintains a LORAN navigational station.

He was glad to be out of the service in '71 and worked briefly as a paramedic and school bus driver before joining the District as an extra board operator, assigned mainly to Divisions 2 and 8.

It was while working for the District that Bob decided to rejoin the Coast Guard as a member of the active reserves. Finance was his

primary consideration, he recalls. "I took a look at the Social Security System and realized it might not have any money by the time I'm old enough to collect it," says the 32-year-old. "When I get my 20 years of service completed, I'll qualify for a military pension."

There was one stipulation to his return to service and that was no more electronic technician work. He changed his MOS to Corpsmen and now spends one weekend each month teaching emergency medical techniques to other reservists at the Terminal Island Coast Guard base.

With a Third Class Hospital Corpsmen rank, Bob is assigned to the 11th Coast Guard District Medical Training Unit. His two-week stint of active duty training this year saw him onboard as a crew member of an air-sea rescue helicopter.

Sid Johns

As a Senior Accounting Analyst for the District, Sid Johns has worked the past two years helping to see that everyone at the District gets paid accurately and on time. But, for the 15 years prior to joining the Accounting Department at RTD, Johns was a member of the U.S. Army Finance Corps.

Major Sid Johns is now Staff Finance Officer and Assistant Controller for the 311th Corps Support Command working out of West Los Angeles. Just prior to his discharge from active duty, Johns was the 9th Infantry Division's Finance Officer and the Fort Lewis controller. He also served as controller for the Cambodian Military Equipment Delivery Team.

The 311th supports both reserve and active duty units and, not surprisingly, Johns' duties are

to see that everyone is paid in a timely manner. The similarity does not escape him.

However, because of the responsibilities of his position with the reserve unit, he must spend more than one weekend a month and two weeks active duty training each year. He also attends two meetings each month, spends two weeks a year at the Army College for additional training and takes other training as required. Getting all this time off from work is no problem since state law requires employers to allow up to 30 days military leave annually.

John's reasons for staying with the reserves go beyond merely trying to protect his 15 years of active duty service.

"I still consider myself a patriotic individual," he says. "This nation has been blessed, but I think we must be willing to serve our country to protect our freedom."



Sid Johns

“They also serve . . .”

Gayel Pitchford

The Director of Personnel for the District, Gayel Pitchford is something of a rarity. She is one of the few Naval Reserve officers who has never seen active duty or been through officer candidate school.

Pitchford was working in the personnel department of the Los Angeles Unified School District in the early seventies when she felt the need for something more in her life. A friend of hers who was in the reserves suggested the reserves as a way of meeting new and interesting people from all walks of life.

However, Pitchford says she was unwilling to spend a couple years on active duty prior to getting into a reserve unit. Fortunately for her, at the time the Navy was attempting to bolster its reserve administrative ranks by offering Direct Commissions.

Still, she recalls it was not easy. It took nearly a year of testing and

interviewing before she was admitted. Pitchford was one of only 300 selected from the area that year.

Now an unrestricted line officer, Pitchford serves as a Lieutenant O-3 (the equivalent of an Army Captain) with the Naval Reserve Naval Weapons Station, Detachment A119 in Seal Beach. A specialist in weapons systems and missiles, she has served as the Acting Commanding Officer of her unit for the past year.

A District employee for nearly a year, Pitchford is now trying to pinpoint who at RTD is in the reserves.

“In the event of a massive military mobilization, reserves will be among the first called up and when they call you have to go,” she explains. “If the balloon goes up a lot of mechanics, operators and top management people will be called. This could seriously hinder District operations at a time when public transit is most vital. Gas might be rationed and demand for service would increase.”



Gayel Pitchford

Bill Foster

One of the District's top administrators, Bill Foster has been with the RTD for 11 years and, in that time, has risen from Principal Administrative Analyst to General Superintendent of Transportation.

Not surprisingly, Foster also is one of the highest ranking reserve officers working at the District. Holding a rank equivalent to a Lt. Colonel in the Army, Foster is Commander, U.S. Naval Forces, Japan, providing support to naval forces in Japan and to Cincpac Fleet. He has served as the unit's Executive Officer for the past three years.

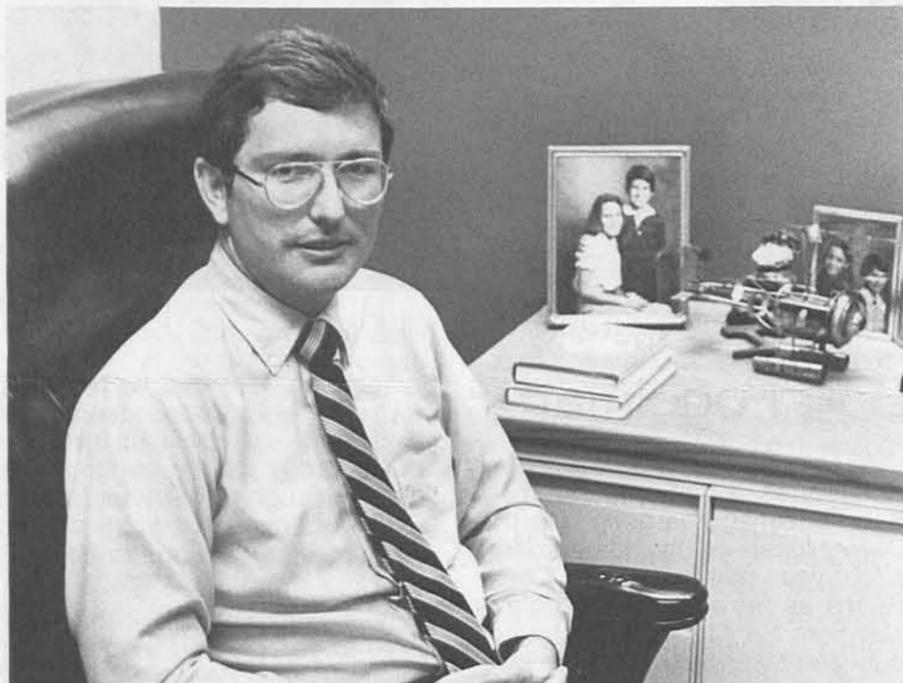
Foster completed 20 years with the Navy last May, including 3½ years on active duty status aboard a destroyer and a heavy cruiser. He was stationed on the U.S.S. St. Paul when the ship was used for the film “In Harm's Way.”

“I truly enjoy the reserves,” admits Foster, who says he is proud to be able to serve his country. “The Navy has been an important part of my life and my professional career.”

Foster, who spends his one weekend each month at the Navy and Marines Reserve Center in Chavez Ravine, says he has learned a valuable lesson while in the reserves.

“Everything important in your life happens on that third weekend of the month when you attend training,” he says. “Kids are born or get sick, relatives get married, everything.”

Financially, Foster says the reserves have been like a second job. He figures the income he has earned during his 20 years with the service has helped to purchase a car or two, landscaped the backyard and paid for some furniture.



Bill Foster

Heavy duty

There are a lot of benefits to being a member of a reserve unit, as you may have gathered if you've read the above articles. However, Schedule Maker Rogers Tiffany has come up with some rather unusual benefits as a result of his service in a Naval Reserve unit. And, he broke one of the cardinal rules of military service to get them — he volunteered.

Tiffany is a Mess Management Specialist, Third Class (“Better known as a cook,” he says with a smile). He has attended the opening games of the Los Angeles Aztecs soccer team at the Coliseum and the Los Angeles Dodgers at Dodger Stadium.

No, he's not working in the refreshment stand cooking hot dogs. Rogers is a volunteer member of the U.S. Naval Reserve Flag Team Color Guard. As a member, Tiffany is allowed to stay and watch the games after his unit participates in the playing of the National Anthem.

And the flag is not your usual flag. Tiffany is one of 60 naval reservists who unfurl the world's largest hand-carried American flag. Measuring 50 feet by 76 feet, the flag is on record as the largest of its kind.

Tiffany, by the way, is the fourth from the left on the top row in the photo.



He who hesitates may lose out on picnic ticket

Don't wait 'til the last minute! Make your plans now to attend the annual Employee Picnic at Silver Lakes Picnic Park in Norco on Sunday, August 16, from 10:30 a.m. to 4:30 p.m. Tickets are reasonably priced at \$3.50 for adults, children 5-10 years of age \$2.50 and kids under five free. The price includes all the food you can eat, drinks and lots of games to play. But, tickets are limited so don't wait. The last day they will be available is Friday, August 14, before 4 p.m. However, they probably won't last that long so get yours now! No tickets will be sold at the park.

Free bus transportation will be available from all divisions at the following times: 8:30 a.m. — Divisions 6, 7, 8 and 15. 9 a.m. — Divisions 1, 2, 3 and 5. 9:15 a.m. — Divisions 9, 12 and 18. Please be at the divisions at least 15 minutes before the scheduled departure time. You must show your picnic tickets to get on the bus. The annual employee picnic is one of the biggest and most heavily subsidized events on the Employee Activities Department calendar. Remember it is intended solely for the enjoyment of RTD employees, retirees and their immediate family. Single employees may bring a guest.

tions from 9 a.m. until midnight for only \$6.50 per person (kids under two are free).

For the anglers and sports enthusiasts out there, the department has arranged for a fishing trip on September 19. The boat will depart at 12:01 a.m. from San Clemente and return at approximately 5 p.m. the same day. The cost is \$25 for employees and \$30 for guests. There is limited space available so don't wait on this one. All money must be in by September 1.

mula and price comparisons and the informational "Are you robbing your body of vitamins?"

Witness the launching of the Space Shuttle Columbia! By special arrangement, we have concluded plans for a tour to view the second launch of the shuttle, which is set for Wednesday, September 30. The tour dates are from Monday, September 28, to Saturday, October 3.

DPM heads for the shelf

It now appears that the controversial Downtown People Mover project is on the brink of becoming just another part of Los Angeles' transit planning history. The Downtown People Mover Authority voted unanimously in mid-June to put itself out of business by December 31. The move to shelve plans for the \$175 million, 2.9-mile downtown transit line followed in the wake of congressional approval of Reagan Administration budget cuts which eliminated funding for the project at least through 1982.

For more details, check last month's issue of *Headway* or the Recreation Board at your work location.

The outdoor concert season at the Greek Theatre continues under balmy, August night skies and the Employee Activities Department has tickets available at discounts for the following performances:
—Al Jarreau, August 21, \$12.95 tickets for \$12.
—Stephanie Mills, August 28, \$12.95 tickets for \$12.
—Emmy Lou Harris, September 1, \$12.95 tickets for \$12.
—Natalie Cole/Lou Rawls, September 6, 15 tickets for \$14.
—Christopher Cross, September 15, \$12.95 tickets for \$12.
—Kool and the Gang, September 26, \$15 tickets for \$14.

Angela Lansbury and George Hearn are featured in "Sweeney Todd" at the Music Center and you can buy \$25 tickets to the 8:30 p.m. performance on Thursday, September 17 for only \$23.

The musical revolves around a respectable Fleet Street barber named Benjamin Barker, who is unjustly convicted of a crime and sentenced to prison by an evil judge who covets Benjamin's wife. The barber escapes from prison, takes the name Sweeney Todd, and returns to London to seek revenge. In the course of the play, Sweeney is befriended by the bewitching Mrs. Lovett (Angela Lansbury), who uses Sweeney's expertise with a razor blade for her own benefit. Her previously dreadful meat pies soon become the gastronomic hit of London.

Features on the tour include:
—Viewing the actual launch from a site at the Kennedy Space Center,
—Roundtrip air fare from Los Angeles to Orlando, Florida, via Delta Airlines,
—5 nights hotel accommodations at the Marriott Inn,
—Welcome cocktail party and gala celebration dinner.
—Ticket book to Disney World and a tour of the space center. The price for being an eyewitness to history in the making is only \$720 per person, based on double occupancy. Reservation and payment deadline is September 1.

RTD's role in operating the elevated and automated system had never been completely formalized, according to Senior Planner Dan Miller, who was the District's liaison with the DPM agency, but Miller said that there was strong support from many city officials for RTD to operate and maintain the system.

Over at the world-famous Hollywood Bowl, the Wednesday nights Jazz at the Bowl series will be featuring a "Celebration of Swing" with the Lionell Hampton All-Stars on August 26. Special guest stars include Ernestine Anderson, Benny Carter, Harry "Sweets" Edison and Teddy Wilson.

The Employee Activities Department has taken over the employee discount programs previously handled by the Personnel Department. To let District employees in on what's available, we will be publishing a monthly report describing the discounts and the specials for the month. Look for "What's Happening" around your work location soon.

Just in time to show off at the RTD Employee Picnic is a new line of T-shirts that are easily the most spectacular ever offered by the department. By now you are probably thinking "not another t-shirt," but this is not just another t-shirt — it's a collector's item. If you saw the recent TV commercial promoting the June 21 Service Changes, or any of the billboards used then you'll have an idea of what the "breakthrough" shirt will look like. It features a four-color RTS-II bus bursting through the front of the shirt.

Miller added that the District's Planning Department had prepared a Bus Support Plan for the DPM project and that, too, will now be shelved.

Next will be a "Salute to Dizzy Gillespie" on September 9. Quincy Jones will be the master of ceremonies for the event with guest artists Toshiko Akiyoshi, Willie Bobo, James Moody, Luis Peralta, Lalo Schiffrin, Lew Tabackin and Toots Thielemans.

For example, the Discount Special for the month of August is vitamins. Through a special arrangement with Bronson Pharmaceuticals we will be selling a wide variety of vitamins at 30 to 40 per cent savings. Call the Employee Activities office at extension 6580 to obtain literature on the product. Among the booklets and brochures available are catalogs, product information booklets, for

The new shirt is available for only \$4 (tax included) in all adult and children's sizes. Other t-shirts available include the RTD logo shirts in white, black, red and grey; and the "My (mommy, daddy, grandma, grandpa) Works for RTD" t-shirt for babies, available in white, pink or blue in sizes 6, 12, 18 and 24 months.

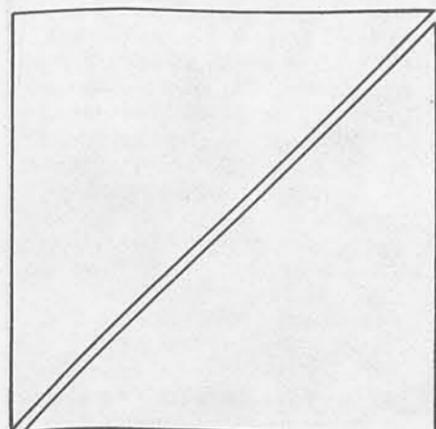
Conceived in 1976, the people mover was designed to run on a three-mile loop from the Convention Center to Union Station through the Central Business District. After years of local wrangling over the value of and need for such a system, the Urban Mass Transportation Administration (UMTA) had committed to paying 80 per cent — roughly \$140 million — of the project.

Finally, an evening with Cleo Lane and John Dankworth is set for September 16. Box seats, which normally cost \$15, are available to employees and retirees for only \$13.

In the past five years, UMTA has spent some \$7.1 million on the system, which has been used for engineering studies, environmental impact reports and finalization of designs. The authority hopes to complete the final design phase of the project before closing down at year's end.

While we're at the Bowl, let's mention the fantastic value of the month — \$5.50 tickets to selected concerts in the Virtuoso series for an unbelievable \$1, that's right, one dollar.

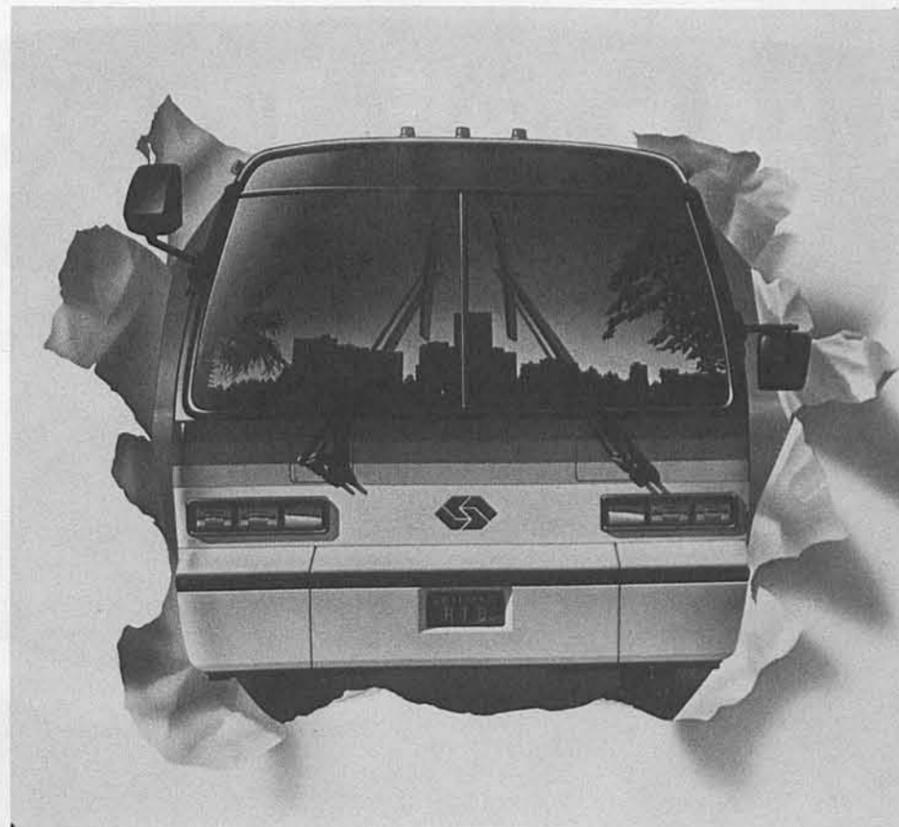
Laff track



"Sweetheart, since the first time I saw you, I've known we were meant for each other..."

Performances available include: Philharmonic on Parade, Tuesday, August 18; De Waart and Vered, Thursday, August 20; Leonskaja, Tuesday, August 25; Mozart and Mahler, Firkusny and De Waart, Thursday, August 27; New York Philharmonic, Saturday, August 29; The Young Masters, Tuesday, September 1; Sherrillmilnes, Thursday, September 3; John Williams and George Shearing, Friday, September 4; Russian Romantics, Tuesday, September 8; Sublime Mozart and Powerful Brahms, Thursday, September 10.

You can squeeze in one more trip to Disneyland before the kids start back to school... and save money in the bargain. The District will be able to take advantage of a special mid-week trip on Thursday, September 10. You can enjoy all of the Park's rides and attrac-



BREAKTHROUGH — New T-shirt will be modeled on this design.

Retiree recognition

Director Charles Storing (left) presented commemorative plaques to retiring employees at last month's ceremony in the Board Room at District headquarters. Honored were (from left, front row) Gertrude N. "Gertie" Vest, a passenger agent with 34 years of service; Manuel J. Diaz, an operator at Division 18 with 21 years of service; Jesse Cortez, a Division 9 operator with 18 years of service; William H. Wood, a Division 9 operator with 36 years at the wheel; Joseph J. Lafond, an operator at Division 9 with 38 years of service; and (behind Lafond) Charles W. Pedersen, an operator at Division 3 with 28 years of service. The ladies in the back row are wives of the retirees (from left) Ila Diaz, Anne Wood and Leonor Pedersen. Which just goes to prove, behind every great man . . .



SCHEDULE CHANGES

Moving Up

Bernedette Alexander, from stock clerk to stock shop clerk.
Beverly Baptist, from information clerk to data technician.
Jeffrey Barron, from st. sh. clk./trk. dvr. to storekeeper.
Leon Benton, from mechanic C to mechanic B.
Craig Bothwell, from operator to opr/ex. radio dispatcher.
Thomas Brissey, from operator/ex. supv. of VO to supervisor of VO.
Gloria A. Burgess, from information clerk to data technician.
William A. Camp, from mechanic C to mechanic B.
Damon Cannon, from mechanic B to mechanic A.
Freeman Crutchfield, from mechanic B to mechanic A.
Martha Curtis, from staff assistant II to operations analyst.
Deanna L. Forrest, from typist clerk to secretary.
Francisco Garcia, from utility A to laborer A.
Rhonda Garcia, from ticket clerk to asst. supvr. stations and agencies.
Eugene Gillis, from schedule checker to schedule checker/extra radio dispatcher.
Eustace A. Girod, from operator to mechanic C.
Roslyn R. Gladney, from operator

to applications control analyst.
Robert Hays, from information clerk to ticket clerk.
John Hirth, from mechanic C to mechanic B.
Brady Keys, from utility A to utility A leadman.
Carol A. Jaramillo, from data proc. control coord. to act. mgr. computer operations and control.
Carrie E. Johnson-Darnall, from student intern to proj. sch. and cost analyst.
Vera M. Lacefield, from data technician to temp asst. sched. mkr.
Jean Mack, from stock shop clerk to rel. eq. rec. spec.
Curtis D. Magruder, from mechanic C to mechanic B.
Mary Martinez, from milage clerk to general clerk II.
Marvin Merriweather, from security guard II to acting com. rels. rep. I.
David C. Moore, from security guard II to sec. guard II/extra rad disp.
Ignacio Morales, from mechanic B to sheet metal worker.
Fulton Nelson, from stock shop clerk to relief stock shop clerk.
Inok Pak, from stock clerk to equip. rec. spec.
Yolanda Perez, from pension and ins. clerk to general clerk II.
Denise M. Pruitt, from record clerk to pension and ins. clerk.

Julius Rakisits, from mechanic B to mechanic A.
Salvador Rocella, from mechanic B to mechanic A.
Daniel Rodriguez, from mechanic B to mechanic A.
Michael Staley, from mechanic A to mechanic A leadman.
Michael L. Stange, from equip. maint. instr. to sr. eq. maint. instr.
S. Denise Stepner, from typist clerk/extra radio dispatcher to radio dispatcher (temp).
Thomas Stobert, from mechanic C to mechanic B.
Robert Stofik, from mechanic B to mechanic A.
Skid C. Thomason, from operator to mechanic C.
Larry Tilley, from mechanic C to mechanic B.
Wesley F. Tyvog, from mechanic C to mechanic B.
Joseph Van Houtan, from mechanic A to mechanic A leadman.
Ricki Vester, from varitype-layout operator to temporary assistant schedule maker.

Shifting Gears

Harold F. Buchen, a supervisor of vehicle operations, is retiring after 27 years of service.
Arlington E. Davison, an operator at Division 9, has retired after 24 years of service.
Gilberto A. Escobar, an operator at Division 9, has retired after 16 years with the District.
William J. Galloway, an operator at Division 12, has retired after 21 years of service.
James T. Homar, a mechanic-A leadman at South Park

Shops, has retired after 35 years of service.

Sato Kurachashi, a data processor operator, has retired after 23 years of service.

Raymond A. Thacker, an operator at Division 8, has retired after 34 years of service.

Grace M. Thompson, an operator at Division 15, has retired after 30 years of service.

Edward F. White, a payroll clerk, has retired after 24 years of service.

In Memoriam

J.B. Anderson, a former operator at Division 9, passed away May 16. Operator Anderson joined the company in September, 1958, and retired after 23 years of service in January, 1981.

Norman E. Arendall, a former operator at Division 9, passed away June 21. Operator Arendall joined the company in March, 1956, and retired after 21 years of service in April, 1977.

Michael Cherwin, former operator at Division 12, passed away May 27. Operator Cherwin joined the company in April, 1945, and retired after 23 years of service in February, 1968.

Eugene A. Cumbie, former operator at Division 9, passed away June 4. Operator Cumbie joined the company in March, 1957, and retired after 24 years of service in September, 1980.

Terryl Davison, a utility-A at Division 9, passed away June 1. Davison joined the District in March, 1974.

Welcome aboard

John Noyes, who prefers to be called a transit historian rather than a bus buff, has wanted his own bus since he was an eight-year-old Cub Scout in 1955 working on a project about the old Metropolitan Coach Lines. Maintenance and storage — not to mention cost — prohibit him from realizing that goal, so the "bus" pictured here is his compromise. John, who is an industrial arts teaching assistant at a private school in West Los Angeles, converted a 1967 Volkswagen microbus into a replica of a 1955 Metropolitan Transit Authority old-look type bus — complete with bus numbers, dash signs and interior as well as exterior advertisements. Working three to four hours a day, three to four days a week for nearly three months, Noyes painted the silver, dark green and light green decor himself. "At times I thought recreating the bus would be an impossible task," Noyes recalls, "But as it neared completion, I got more and more motivated."



COMMENDATIONS

Peter Thompson, Division 8: I was nearly the victim of a robbery and assault while walking downtown on a Saturday afternoon. Fortunately, your driver noticed the attacker approaching me and motioned me into his bus. Thwarted, the would-be attacker threw a bottle at us. The incident was reported immediately, but there was not enough time to apprehend the suspect. Thanks to your operator, I didn't become a statistic.

Craig S. Smita, Line 220: With the recent changing of bus routes I wasn't too sure of how to get to my destination when I got on his bus. He was especially helpful, thorough and pleasant in giving me directions. Since I have seen some of your drivers be a lot less kind to passengers, I wanted to point out this courtesy.

R.L. Flemming, Line 860: I wish to thank you for your service, it is a life saver to me. I am legally blind and must depend on good bus service. I am also aware of good smooth drivers and one driver who should be given praise is operator Flemming. He is quite

friendly and a pro at driving a big bus safely.

N.E. Kellum, Line 758: There is so much more to driving a bus than merely starting and stopping it. He has the technique mastered, and in the process of being so skilled hasn't forgotten the basic human qualities of friendliness, courtesy and thoughtfulness. And, he smiles!

M.P. Rogers, Line 29: In an era of constant stress and pressure, it seems that many people have forgotten the importance of the "human touch" and rudeness rather than courtesy has become a sign of our times. I would, therefore, like to take a moment to comment on the pleasantness of your driver, Patricia. I really look forward to seeing her and feel disappointed when I miss her bus. She is always warm and friendly, ready with a smile and a hello, and restores my faith that not everyone has forgotten to take a little time for the niceties. The world could do with a lot more Patricias. My compliments to RTD for having her in their employ.

Earl H. Wright, Line 4: I have been using the bus service for the past nine months and have never

met a more courteous and considerate driver. Even with a mass of passengers each morning, he always has a smile and maintains courtesy to passengers. His manner is like his appearance, well-polished. "Good morning, watch your step, thank you and have a nice day," appear to be the keys to his success.

Joseph S. Levi, Line 93: Aside from being an excellent driver, Joe is considerate of his passengers. He never fails to greet us with a smile and he always wishes us a good day when we leave. He waits for us if we are not quite at the bus stop and still makes his time. Joe waits for those getting off another bus trying to connect with his. No one ever misses a connection with Joe. I am especially touched by his kindness toward the handicapped who board his bus. It really is a pleasure to take Joe's bus every morning.

Leo Smith, Jr., Line 428: I had occasion several weeks ago to ride his bus downtown, and, fortunately, to get it coming back. For the first time in years I rode with a driver who called the streets, who spoke a pleasant "good morning" to every passenger, who drove beautifully and who seemed to thoroughly enjoy his job. I asked him what his secret was and he said, "I like my job and I like people." I sure wish this attitude could rub off on some of your other drivers.

Lloyd Beuford, Line 91: He is

one of the most personable and thoughtful of the whole bunch you call drivers. I have on occasion had problems getting on and off the bus, but at no time did he seem impatient. In fact, he kept saying "careful, take your time," words that seem to be unknown to the rest of your drivers. Granted you have schedules to keep and buses to run, but its sort of nice to have a driver give a few extra seconds to people in courtesy and assistance.

Dexter Kern, Division 9: We the passengers of Lines 480 and 764 would like to have Dexter Kern be recognized as Driver of the Year. Dexter is an all-around fantastic person and we all love him. The following signatures are evidence as such (There were nearly 120 signatures attached).

Robert Williams, Line 163: I have been riding buses almost all my life and in that time have met all kinds of drivers. However, Robert is about the best I have encountered. For example, I fell running for the bus and when I got on board he immediately asked me if he should get an ambulance. Besides this particular incident of courtesy that he showed me, I have noticed how courteous and pleasant he is to others, and I have heard other people remark that he is about the best driver they've ever encountered. I hope one of these days I will see his picture on the bus saying Driver of the Month or Year.

Hard work, dedication pay off for District trio

Three more RTD employees were honored for their hard work and dedication to duty in a ceremony at District headquarters last month. They are Information Operator Johnnie Amos, Mechanic-A Charles Ige and Operator Paul D. Schmidt.

Johnnie Amos has been providing route, schedule and fare information to District patrons since February, 1979, and it is a testimonial to how effectively she performs her duties that this is the second time she has been honored as an Employee of the Month.

A very concerned human being who does volunteer work with senior citizens during her off-duty hours, Johnnie far exceeds the standards set for the information clerk's duties.

Charles Ige started repairing transit buses as a mechanic-B in October, 1956, and has established a reputation for being dependable, cooperative and easy to get along with during his 26 years on the job. Today, as a mechanic-A leadman at Division 5, his low-key personality helps him to keep a cool head, no matter how excitable the situation becomes.

Charls is responsible for seeing that buses are ready for second shift pullouts and his supervisors report the quality of his work is outstanding. And, so is his attendance record. He has been absent only once since 1978.

Paul D. Schmidt's record speaks for itself and is just one indication of the Division 18 operator's dedication to the District. He

has driven buses for 33 years, has a 26-year safety award and has received recognition as operator of the month once before, in September of 1969. He has always been dependable and conscientious, has not had a missout in 11 years and is always friendly and pleasant to everyone with whom he comes in contact.

Don't hop on our bus, Gus

An alleged rapist who attempted to use an RTD bus to aid his getaway didn't get very far, due in part to the alertness of the bus operator and to the efficiency of a District radio dispatcher.

Here's the way police reconstructed the mid-day crime.

A little after 1:30 in the afternoon, a Glendale sales clerk was showing the suspect some clothes in a store at the corner of Brand and Broadway in Glendale when, the sales girl says, the suspect pushed her to the floor, dragged her under a clothes rack and threatened her with a knife. He said he would kill her if she screamed. However, another shopper had seen what happened and the suspect fled.

As he left the store, the man jumped on the first bus to pass the corner, which just happened to be a Line 436 bus driven by operator Donald Corton of Division 3.

Corton, who has been dealing with passengers for 12 years as an RTD operator, felt at the time he came aboard the man looked suspicious. His feelings were heightened when, as he drove along the route, he noticed Glendale police cars converging on the area.

Playing it safe, Corton called the Radio Dispatch Center on his bus radio and told Dispatcher 19, Clyde McClean, of his suspicions. Corton figured the man had robbed a local store.

In private life, Paul is a very active citizen. He is a member of the Veterans of Foreign Wars, has a reputation as something of a ping-pong champion, loves to bowl and is an accomplished dancer. And, his favorite dancing partner is a steno who works at RTD Division 5. Her name is Wanda and she also happens to be Paul's wife.

McClean immediately called the Glendale Police Department and asked if they had just had a 211 (code for robbery) in the vicinity of Brand and Broadway. McClean was patched through via radio to the investigators at the scene of the crime.

There followed a series of conversations between the police, McClean and operator Corton that resulted in the sales clerk confirming that Corton's description of the man on his bus matched the description of the man who had attacked her.

McClean, who has been a radio dispatcher for the last six of his 11 years with RTD, checked the time points for the bus and assisted police in intercepting it on its route, which took it through jurisdictions belonging to the Los Angeles Police and Pasadena Police. Both of those agencies also joined the chase.

The suspect got off the bus in Pasadena at Colorado and Fair-oaks, apparently unaware he was being shadowed by the police, and was apprehended within 50 feet of the bus. Just over six minutes had elapsed since he boarded the bus.

McClean says that similar incidents have happened during his career as a dispatcher, but this one has a special difference. "It felt particularly good to know that the suspect was grabbed," he says.



RECIPIENTS — Certificates of Merit are presented to top employees. Taking part in the ceremony were (from left) Johnnie Amos, Director Ruth Richter, Charles Ige, Division 5 Maintenance Manager Wayne Taylor, Paul Schmidt with wife, Wanda, Manager of Customer Relations Bob Williams and Division 18 Transportation Manager Paul Mahoney.



The South Park Shops had been in operation as a central transit repair facility for more than a quarter of a century when the photo at right was taken circa 1925. Mechanics were working on part of a 60-car order of K-4 type streetcars being fabricated at the Park for the Los Angeles Railway (LARy). A District predecessor, LARy operated most of the city transit lines in Los Angeles for the first half of this century, while its sister company, Pacific Electric, operated the interurban lines. It was LARy that introduced the first bus lines to Los Angeles in the early twenties. Today, the trolley tracks are paved over, but mechanics at South Park can still rebuild a bus from the wheels up, although when the cost of repairs exceeds 50 per cent of the vehicle's value, the equipment is generally scrapped. Located at 55th and Avalon and named for a nearby city park, South Park is today the home base for nearly 300 of the District's 1,500 maintenance personnel. With plans now in the works for a new central maintenance facility, South Park's days in that role may be numbered.

Now & then

Board awards six PE contracts for Metro Rail

The RTD Board of Directors approved the award of six contracts with a combined first-year value of \$5,897,000 for the performance of preliminary engineering on the District's 18-mile Metro Rail Project, subject to the approval of the Federal Urban Mass Transportation (UMTA).

The five private firms awarded the contracts were the joint venture of Daniel Mann Johnson, Mendenhall with Parsons, Brinckerhoff, Quade and Douglas; Kaiser Engineers; Harry Weese and Associates, Ltd.; Booz-Allen and Hamilton; and Sedway-Cook. The City of Los Angeles also was awarded a contract.

The contract awards cover the first year's portions of two-year work assignments with a total value of \$11,706,000.

Because some uncertainty exists over when the District will receive additional federal grants for the project, the contracts provide that the District can terminate them at the end of the first year, or at its convenience.

The District presently has sufficient funds from state and federal grants specifically designated for the Metro Rail Project to cover the first-year portion of the two-year work assignments.

No revenues from passenger fares are involved in the contract awards.

The joint venture of Daniel Mann Johnson, Mendenhall with Parsons, Brinckerhoff, Quade and Douglas of Los Angeles, will be responsible for developing plans for the subway tunnels, station structures, vehicle storage and repair

facilities, as well as track work and ventilation tunnels. The first-year contract value is \$1,596,000, with a two-year work assignment total value of \$2,877,000.

Kaiser Engineers, Oakland, was awarded a contract to perform work on the project's major subsystems. The firm will be responsible for train control, communications, fare collection, traction power, auxiliary power and auxiliary vehicle planning. It also will provide design support for escalators, elevators, ventilation systems, and yards and shops, as well as contribute to the safety, security and systems assurance activities.

The first-year value of the contract awarded Kaiser Engineers is \$995,000, with a two-year total value of \$2,101,000.

The architectural firm of Harry Weese and Associates, Ltd., Chicago, will be responsible for the architecture, civil engineering, mechanical engineering, and electrical engineering for stations and for the design coordination of surface areas near the stations. The one-year contract value is \$1,544,000, with a combined two-year work assignment value of \$3,348,000.

Booz-Allen and Hamilton, Bethesda, MD., was awarded a one-year contract valued at \$750,000 and a two-year total work assignment value of \$981,000. The firm will be responsible for system engineering, including assisting the staff in assuring proper coordination of the work of three general consultants, and will be primarily responsible for developing a com-

puterized simulation model of the proposed system which will give results for various design and operating alternatives.

The firm of Sedway-Cook, San Francisco, was awarded a \$400,000 contract to make the detailed second tier environmental impact analysis based on the results of preliminary system design. Value of their first-year work assignment is \$400,000. Total value is \$950,000.

The City of Los Angeles was awarded a contract for furnishing data needed for input to the second tier environmental impact analysis and for traffic and utility relocation engineering assistance as requested. Value of the City's first-year work assignment is \$612,000 and total value of the two-year work effort is \$1,448,000.

Job Line may answer nagging questions

If you're tired of constantly checking the bulletin boards, looking for possible jobs for relatives or friends who want to work for the District, there's a new service in the Employment Office that will interest you.

It's called the Job Line, a recorded telephone message listing positions for which applications are being accepted, which can be called 24 hours a day by dialing 972-6217.

The service was initiated earlier this year for several reasons, according to Employment Supervisor Brenda L. Diederichs.

"Most importantly, the Job Line

relieves the Employment Office personnel of the monotonous task of repeating the same information over and over all day long," Diederichs explains. "We have a large volume of calls from job seekers who merely want to know what is available. The Job Line provides them clear, concise information regarding available positions, the minimum qualifications required and the salary range of the specific job."

While the Job Line was developed to provide an equal opportunity to the public seeking employment, Diederichs hopes District

employees will let their friends and relatives know about the service, as well.

The information message is continually updated as new positions become available, or when sufficient applications for a position are received.

Diederichs says that all positions listed on the Job Line are contract positions which the District has been unable to fill through normal channels.

"The Job Line will not circumvent current bidding or job-filling procedures for any positions," she says.

HEADWAY

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