

# Who's on fourth?

Several departments were on the move in the District last month with Employee Activities, Transit Police and Purchasing departments all relocating their base of operations.

All three departments have moved into recently leased space of the fourth floor of District Headquarters at 425 S. Main Street in downtown Los Angeles. The newly renovated area stretches from behind the Dispatch Center and Telephone Information Department to Spring Street in what is known as the Farmers and Merchants Building.

The new locations can be

reached either from the present elevator lobby at 425 S. Main Street, or through a recently opened lobby at 124 West Fourth Street. Ample signs have been put up to guide employees to these new locations.

All telephone extensions will remain the same.

The Employee Activities Department, under the direction of Diane Delaney, will occupy a set of offices in the northeast corner of the floor. From the Fourth Street elevators, turn left and you are right there.

Maynard Walters relocated the

Purchasing Department from its cramped quarters at South Park to a spacious new location, also just off the Fourth Street elevator lobby. While the Stores Warehouse will remain at South Park, Purchasing and Inventory Control will now operate out of District Headquarters.

Transit Police Chief Jim Burgess has consolidated his officers and administrative personnel in one location just adjacent to the existing Radio Dispatch Center. Previously, Transit Police were located at Division 2 with administration handled from District Headquarters.

Southern California Rapid Transit District



# HEADWAY

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## Work continues on Grumman retrofit

When RTD officials made the decision to ground all 230 of the District's Grumman-Flexible 870 model buses last December 13 due to serious structural defects in the vehicle's undercarriage, nobody suspected it would be more than a year before the buses were repaired and returned to service.

Yet, 11 months after the action was taken, in conjunction with transit properties in New York and Chicago who grounded 637 and 205 buses, respectively, nearly half of the district's fleet of 870s still are awaiting repairs.

Further complicating the situation, the results of two independ-

ent evaluations of the GFC retrofit repair program have apparently cast some doubts as to the caliber of work being done on District buses.

According to Manager of Operations Sam Black, the single most important issue that appears to be in question as a result of studies done by New York Transit Authority and New Jersey Transit is the subject of the reinforcement on the rear cross member of the A-frame.

(It was cracks in the A-frame, a triangular steel assembly which supports the bus body above the rear axle, which initially led to the buses being taken out of service).

"The first 105 of the District's buses were repaired with a three-plate configuration which requires welds in a very high-stressed area," said Black in a report to the District's Board of Directors. "In order to avoid these high stressed welds, the NYCTA and NJT studies recommend a single plate con-

figuration.

"Grumman has agreed to use the single plate reinforcement on the remaining buses to be repaired, and we have given them notice that we will require the first 105 buses to be reconfigured in this way," Black said.

The District is also seeking \$150,000 from Grumman Flexible Corporation to cover its costs for storing the 870s while waiting for a repair program to be developed and implemented, to cover the cost of bringing retired District buses back into service and to cover the cost of having District personnel monitor and inspect the retrofit procedure.

With more than 2,600 GFC 870s sold to transit properties in some 20 cities, it is estimated that the retrofit program will cost Grumman some \$50 million. Primarily an aerospace manufacturer best known for its military aircraft,

**(Please turn to page 3)**

## Minor service adjustments combat revenue shortfall

Service modifications on 18 District lines, planned to be implemented in December, was the topic of a public hearing held October 28 in the Board Room at District Headquarters.

Interested citizens and representatives of community organizations expressed concern over the service adjustments which were recommended by District staff to help offset an anticipated \$14-16 million revenue shortfall in Fiscal Year 1982.

The staff recommendation included elimination of five lines that are presently duplicated by other RTD routes, and schedule and route revisions on 13 other lines. These adjustments are in addition to minor schedule modifications to be made in December on other routes.

"Most of the adjustments under consideration are minor in nature and would result in a small increase in the scheduled time between buses," said General Manager John Dyer. "The reduction in service is sought because of a decrease in ridership on the affected lines."

Dyer said the proposed service economies could save the District an estimated \$4 - 5 million in Fiscal '82, helping to cover an anticipated \$14 - 16 million revenue shortfall that will result from an overall decline in ridership since the July 1 fare increase.

When combined with other schedule modifications and service improvements, the proposed economies could net the District an \$11.5 million savings in Fiscal '82.

Following the public hearing, the Board of Directors may decide

to approve all or part of the recommended service modifications. Those adopted will be implemented on Sunday, December 20.

Lines recommended for suspension include 306 (Manchester Compton blvds.), 495 (El Monte Express), 512 (Crenshaw Center-Warner Center Express), 514 (Warner Center-Wilshire District Express) and 874 (San Pedro-Port O' Call).



ON THE ROAD AGAIN — Grummans in storage awaiting repair, and (inset) the infamous A-frame before (left) and after (right).

## TRIPPERS

### Real honest people . . .

Division 8 bus operator Sylvanus Williams has learned that real people make mistakes, too, but they know how to treat an honest man. A 15-year veteran with the District, Williams was working the 93 line, heading southbound at Cahuenga, when he noticed an envelope left at a bus bench.

Thinking it was an unmailed letter that a patron had accidentally left behind, Williams retrieved the envelope. That was when he discovered it had already been opened and inside was a check for \$370.

The check was made out to Skip Stevenson, one of the hosts of the "Real People" television show. Williams called the production company listed on the check and, eventually, the check was returned to Stevenson. To show his appreciation, Skip sent Williams four of the popular "Real People" T-shirts plus tickets to watch the show being taped.

### Optimistic operator . . .

Passengers on Division 7 operator John Saunders' bus may not realize it, but they are being chauffeured around by a Lieutenant Governor.

Beginning October 1, Saunders is serving as Lt. Governor for Zone 15 of the Optimist Club. As such, Saunders, who has been with the District since 1975, will supervise club activities for 10 Optimist clubs in the Monterey Park and Pasadena areas. A member of the Altadena Optimist Club since 1973, Saunders served as that club's president in 1977-78.

Prior to joining the District, John completed a 20-year career in the Air Force, the last eight of which he spent as a recruiter stationed at 1041 S. Broadway, directly across the street from RTD's former headquarters. He and his bride of 32 years, Vivian, have six children (three of each) and six grandchildren.



J.D. Saunders

### Energy audit . . .

Everyone is aware that the 1.3 million daily boardings the District currently logs equates to a considerable savings in terms of gasoline not used. But, the RTD Board of Directors has taken energy conservation a step further by ordering a comprehensive energy audit of all District facilities.

"Modifications to heating and cooling systems can reduce energy consumption at District facilities by as much as 20 to 30 percent," said Director Nikolas Patsouras, a consulting electrical engineer and expert in energy

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# Center is worth its weight in claims

Just about everything you buy these days comes with a warranty that covers defects in workmanship or operation and buses are no exception.

The big difference is that the district has one man whose job it is to see that all provisions of all warranty contracts for all new buses purchased in the last few years are honored.

His name is Mike Deghetto and the shelves lining the walls of his large South Park Shops office are crammed with defective parts worth more than \$100,000 to the District. (The parts are awaiting shipment to the appropriate manufacturer).

The purpose of the Warranty Processing Center is to administer the warranty provisions of each bus purchase contract, explains Deghetto, a Maintenance Supervisor I, who devised and set up the center.

To get some idea of the scope of work being funneled through the center, consider that for the District's order of 940 General Motors RTS-II-04 buses alone, more than 8,230 warranty claims have been filed at a total value of more than \$321,500.

And, more than \$600,000 in warranty reimbursements are expected this year for all equipment under warranty.

The center was established just over one year ago as a result of the large numbers of new buses the District was ordering or in the process of receiving. Deghetto visited each maintenance division to familiarize mechanics and supervisory personnel with the center's operation and to keep them informed as to which vehicles are still under warranty.

"The first level work is done by the mechanics at the divisions," said Deghetto. "When they find a damaged or defective part on a vehicle still under warranty, they replace it with a spare part, tag it and fill out a preliminary warranty claim form and send the whole thing to me."

Deghetto completes the paper work and meets with a manufacturer's representative to evaluate each and every claim on an individual basis. If the claim is considered valid by the factory rep, the District is reimbursed by the manufacturer for the part and the labor it took to remove and replace it.



Mike Deghetto

"The District collects for labor at an A-mechanic's rate plus 46 percent for overhead," said Deghetto. "We are reimbursed also for the cost of the part plus 25 percent overhead."

The basic warranty on a bus is for one year or 50,000 miles.

The Warranty Processing Center has yielded two immediate results for us," said Mike Leahy, assistant director of Equipment Engineering, which oversees the cen-

ter's operation. "It enables us to collect reimbursement for warrantable defects, and it allows us to chart each defect and keep track of recurring defects in the fleet."

Leahy said that if the same defect occurs in 20 percent of a bus model fleet, it is considered a fleet defect. Under the provisions of the warranty contract, the manufacturer is obligated to insure that the defect will not occur in the remainder of the coaches. This is generally done by replacing or repairing the part in question.

The A-frame cracks which have plagued the Grumman Flexible 870s, and the resulting retrofit program established and paid for by the manufacturer, is an example of a fleet defect on a major scale, explains Deghetto.

But there have been others on a lesser scale.

"We're the only property I know of that turns in defective tail lights and headlights when they burn out too fast," said Deghetto. "By doing this on the RTS-II we have revealed a fleet failure in the tail lights."

Each bus has six tail lights, said Deghetto, and they cost \$22 apiece. Multiply that by 940 over the lifetime of the bus and it adds up to a considerable amount of money spent on tail lights alone.

Deghetto is asking General Motors to provide a more durable light for the bus.

"I consider that the entire bus and everything on it is under warranty and I'm not afraid to ask for what we've got coming," he said.

## Old coaches never die . . . . . . some go to museums

The District has found some unusual uses for its outmoded coaches in recent months. Some have been retired in elaborate ceremonies, feted for their years of service. Others have been donated to trade schools to train new mechanics. Still others have been stored as a reserve fleet to be called up in the event of an energy emergency.

And one will soon be on display in a museum.

The Board of Directors recently approved a request from the nonprofit Los Angeles Children's Museum for the donation of a surplus coach for display purposes. The museum, situated in the City Hall Mall at Temple and Main streets, wants to include the front portion of the coach in its "City Street Exhibit."

The museum stresses a "hands on" philosophy with its exhibits that allows young visitors to walk through, climb on or touch the types of items they see all around them in an urban environment.

The portion of the coach to be displayed would include the driver's seat, farebox, old-style headsign, one seat, handholds and a bell to signal a stop is requested.

Plans call for the Maintenance Department to cut and paint an old-look coach for donation to the museum.

"The loss of revenue from the sale of the coach would be more than compensated for by the good will and public relations exposure which would be generated by an RTD exhibit at a major cultural attraction," Manager of Operations Sam Black told the Board.

# Gallagher announces Metro Rail staff additions

The appointment of three supervising engineers and a supervising architect to the SCRTD Metro Rail Project has been announced by Project Manager and Chief Engineer Richard Gallagher.

Michael C. Becher has been named Supervising Engineer, Subsystems. Formerly with De Leuw Cather Company as Project Engineer for Vehicle Train Control

and Communications on the Northeast Corridor Railroad Project, Becher has done train control and communications design work on transit systems in Dade County, Florida and Baltimore, Maryland.

Joel Sandberg will be the project's Supervising Engineer, Systems Engineering and Analysis. Prior to joining the District, Sandberg was with the Jet Propulsion Lab's Systems Engineering

Section as Supervisor of the Transportation Systems Group. He has also worked as a transportation engineer for several consulting firms.

Joseph Taylor (AIA) will serve as Supervising Architect, Stations and Planning. Taylor comes to the District from his position as Chief Architect for the Port of Los Angeles, where he was responsible for the management, design and development of all architectural facilities, including the new \$20 million Administrative Headquarters Office Building.

Ramesh Thakarar has been named Supervising Engineer, Ways and Structures. Thakarar joined the District last March after 8½ years with the Southeastern Pennsylvania Transit Authority, where he was responsible for directing and managing preliminary and final engineering design.



## Fixing the Flexibles

In the massive Carson facility (top) Grumman workmen labor over District GFC 870s to get them back on the streets. It takes a lot of manpower to perform the retrofit program, because virtually the entire undercarriage is removed in addition to the engine (below, left). Axle assembly is being removed from the old A-frame (at rear, below, right) while modified A-frame (foreground) is prepared for installation. At the bottom of the page is a diagram of the 870 undercarriage pinpointing the parts targeted in the retrofit program, and photo above that shows the four structural assemblies with new steel painted white. (Photos courtesy Bus World Magazine).



# GFC 870s trickle back into service from Carson

(Continued from page 1)

Grumman entered the bus building business as part of a diversification attempt. Grumman officials have blamed the 870's design failures on Rohr Industries, the firm that designed and began production on the 870 just prior to Grumman acquiring it.

The District's \$130,000 buses had been in service just over seven months when they were pulled off the streets due to serious cracks in the A-frames. A rupture of the A-frame would cause the rear of the bus to "sit down" on the rear wheels, bringing the bus to a halt, as happened in New York City and Santa Monica.

While cracks were detected in only 131 of the District's GFC 870s, the retrofit repair program is being performed on all 230. As it turned out, the A-frame cracks proved to be only the tip of the iceberg.

In addition to the much-publicized A-frame failures, the vehicles actually developed cracks in three other major assemblies that make up much of the bus undercarriage — the engine cradle, the front mechanical assembly and the trunnion (a steel mount which attaches the A-frame to the rear wall of the fuel tank and which is important to the bus's structural integrity).

The retrofit program consists mainly of welding several reinforcing

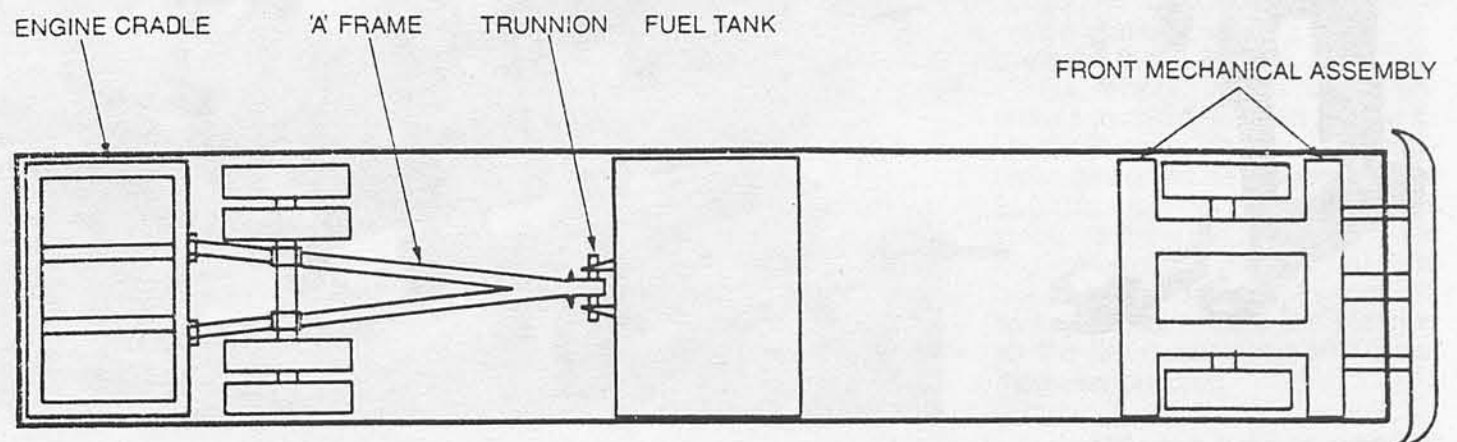
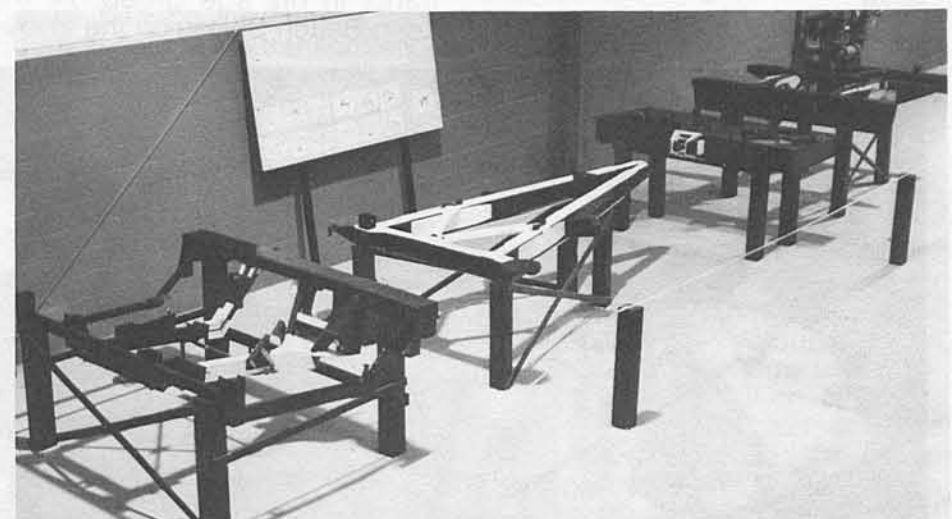
steel plates to the defective assemblies. The retrofitting of the A-frame and other assemblies will add between 200 and 250 pounds to the weight of each bus, said Black.

In addition, the District has a list of 15 items ranging from engine floor delamination to radiator rear support brackets that it wants Grumman to fix under the vehicle's warranty provisions.

The RTD's 230 GFC 870s are being repaired at a facility leased by Grumman in Carson, one of 11 such centers set up nationwide to implement the retrofit program. Also slated to be repaired at the Carson plant are 870s belonging to Santa Monica Municipal Bus Company and Orange County Transit District.

While Grumman's retrofit timetable had projected completion of the program by late summer, as of

September 11 only 116 of the District's 870s had returned to service.



# Operator Torrez is a high-roller . . . at the wheel or on them

By Sheri Goodman

It's not that Division 9 operator Josh Torrez doesn't spend enough time rolling around during the course of his working day. But, the resident of Bell quite often spends his off-duty hours on wheels, also.

At quitting time, and sometimes even during his breaks, this 40-year-old Cuban native swaps his 11-ton bus for a pair of roller skates and a coach's cap.

Torrez renewed his interest in roller skating two years ago when he and his wife opened a shop, Sir X Skates on Gage Avenue in Bell. Although he had not skated since his childhood in Cuba, the veteran operator found it was like riding a bike, once you learn, you don't forget.

When several of Torrez' young customers expressed an interest in competing, he rose to the occasion and organized an outdoor speed skating team. Ranging in age from 10 to 18, members of the team have skated to victory in several amateur competitions.

In addition, Torrez and the team members conduct roller skating safety clinics throughout the Bell area, stressing safe skating techniques and the proper use of safety equipment.

Between working the 487 line, helping his wife, Elga, manage the shop and coaching the skating team, Torrez finds his days are quite full. In fact, he said he hasn't had a day off since buying the store.

"But, I love what I'm doing and I

wouldn't want to give up any of the three," said Torrez, who, after nearly 15 years with the District, cites creativity as the foremost reason he enjoys driving.

"There's a new situation to be met at every corner, a unique group of people with a unique set of attitudes," he said. "Keeping everyone happy and satisfied is a challenge I really enjoy trying to meet."

Trying to coach a skating team without funds (team membership is free) or facilities is another challenge that tests Torrez' creativity.

He solved the facility problem by having the team work out along a 12-mile bike path that stretches from Bell to El Monte, where Torrez works. The team skates from Bell to El Monte, timing their arrival to the end of Torrez' shift, then he loads them in his car and drives back to Bell. If there are too many to squeeze into the car, then the team gets an extra rigorous workout by skating back to Bell.

Torrez said he has grown very fond of the team, which he refers to as "my boys" despite the fact that there is one female on the squad — 11-year-old Farah, who also happens to be his daughter and the youngest of his three children.

Both father and daughter have excelled in recent competitions.

Last April in the Magic Mountain 10-kilometer Skatathon, Torrez finished second out of the 20 entrants in his age group. At the Long Beach Skatathon the follow-

ing month, Farah finished third in her division, while Torrez demonstrated his endurance by winning the 10-kilometer skating race directly following his competing in the 26-mile event.

Enrique Quintero, an 18-year-old from Southgate, is the team's speediest competitor, according to Torrez. After only one year as a skater, Quintero finished an impressive 10th overall in the Long Beach 26-mile event.

But, Torrez does not measure his coaching success by how many of his team cross the finish line and in what order.

"For two of my kids, one battling a serious physical disease and the other fighting a learning disability, skating has been a Godsend," said Torrez. "The mental and physical discipline and dedication skating requires, plus the great sense of accomplishment it generates, are the best therapy imaginable. The doctors said Carlos couldn't have picked a better sport."

Torrez also believes that skating has improved the job he does as an operator.

"It's great exercise and it really helps to eliminate tension and stress that builds up during the

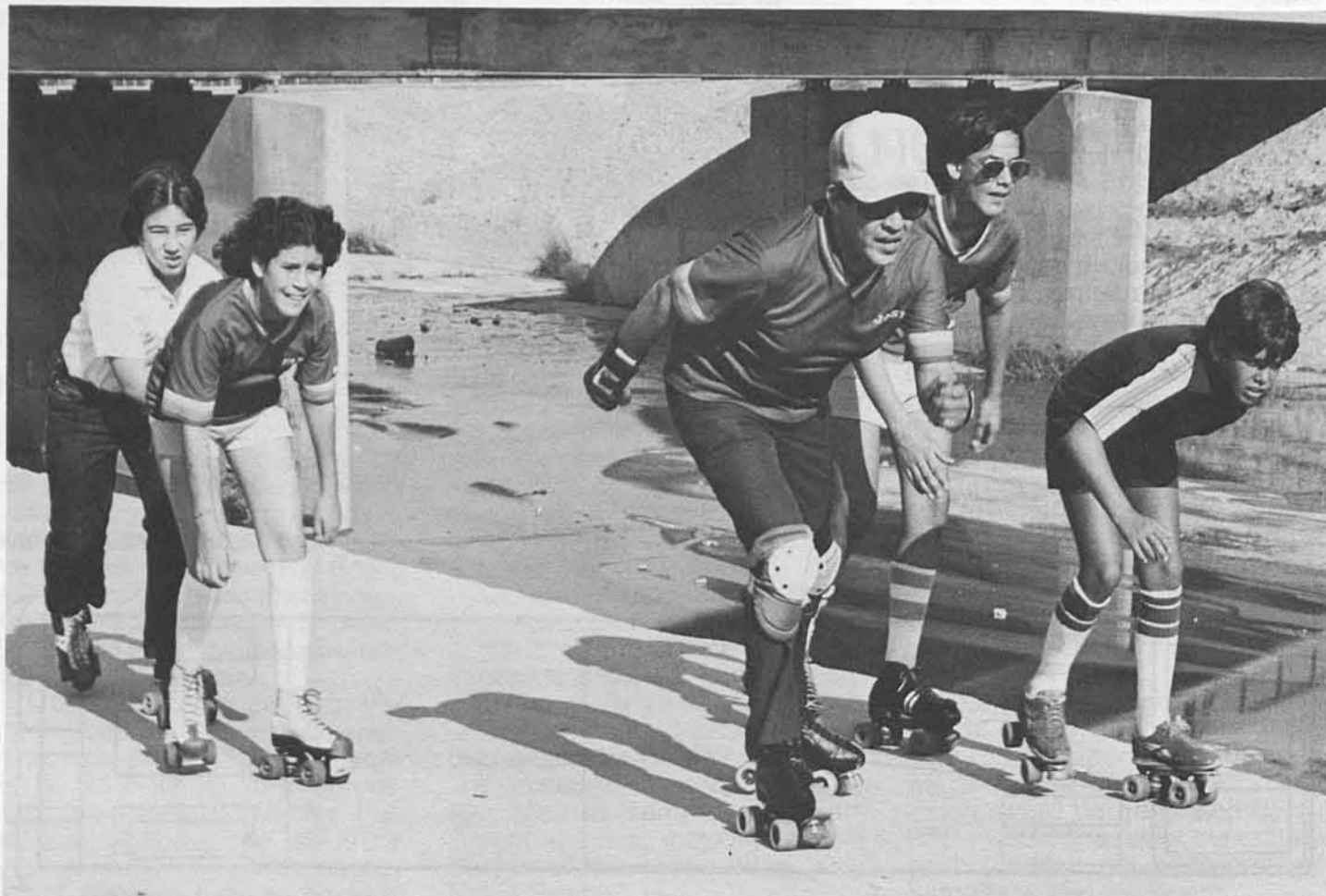


day," he advises with a broad grin. "Instead of unwinding with a beer, operators should try a good skate."

Torrez' current goal is for his team to become the first United States Amateur Confederation of Roller Skaters' chartered outdoor skating team. Despite its relatively short existence, the fledgling team has taken part in a long list of competitive events ranging from the 1979 Bell Skatathon, which is sponsored, to the Fiesta del Sol tournament held in Mexicali, Mexico, last May.

Down the road away, Torrez hopes to be able to build America's first outdoor 200-meter roller skating rink with banked speed track in accordance with USACRC specifications. While this may seem like a rather lofty goal, at the rate Torrez and his team are rolling along they may reach that goal sooner than you think.

*A student intern working in the RTD News Bureau, Ms. Goodman is a senior communications major at UCLA.*



## Roll On

Jose Torrez is just as comfortable rolling along on a pair of skates as he is at the wheel of his 12-ton bus. Practicing what he coaches, Josh takes a little workout along a bike-bath beside a riverbed. With Torrez are speed skating team members (from left) Tony Garrett, Farah Torrez (Josh's daughter), Raul Fernandez and Mark Chanfreau. In photo at top, Josh times his young skaters as they whiz past.

From buying the land  
to building something on it,  
Bus Facilities is

## Putting it all together

Two new operating divisions in the San Fernando Valley. New transportation buildings and maintenance facilities at half a dozen locations. A new operating division in East Los Angeles on the Macy Street Yards. A permanent site for the South Bay division. And plans for just about everything from a new bus painting shop to a new central maintenance facility.

It's been a busy year for employees in the Bus Facilities Engineering Department, but the result has been a noticeable and dramatic improvement in District facilities throughout the service area. Modern new structures are replacing buildings that, in some instances, have been in service since the turn of the century.

"For the past few years, the District has been aggressively pursuing a four-element program of facility improvements," said K. Phillip Meyers, Chief Engineer, Bus Facilities Engineering. "This includes improvements to existing operating facilities, the development of new operating facilities, the development of transportation centers and the development of a new central maintenance facility.

"To implement this four-element program, we have tried to keep a balance of projects in various phases of development, that is, we try to keep a number of projects in construction, design and planning," he said.

By the first of next year, Meyers estimates that his department will have approximately \$25 million in construction projects underway, in addition to about \$20 million in land acquisitions in the works.

The department itself is divided into three sections: Facilities Engineering, which oversees the planning, design and construction of all facilities projects; the Real Estate section, which is primarily concerned with land acquisition and property leases; and the Grants Administration section, which is responsible for handling all federal and state grants.

What follows is a rundown of major projects the department has recently completed, has currently

in the works or has about off the drawing board, according to Meyers.

### Division 1—Alameda

Earlier this year work was completed on a new \$1.3 million transportation building. The next phase of work planned for the division is a new service facility, including a fuel and vacuum building and an automatic bus washer. Construction for that project is set to begin in Spring, 1982. Also in the planning stage is a new maintenance building.

### Division 2—Los Angeles

Work is now completed on a \$450,000 expansion and rehabilitation of the transportation building. Designs for the rehabilitation and expansion of the present maintenance building are essentially complete, with bids for construction expected to be advertised for this fall. Estimated cost for this work is \$1.3 million. After completion of this project, it is planned to replace the service facilities and repave the entire site.

### Division 3—Cypress Park

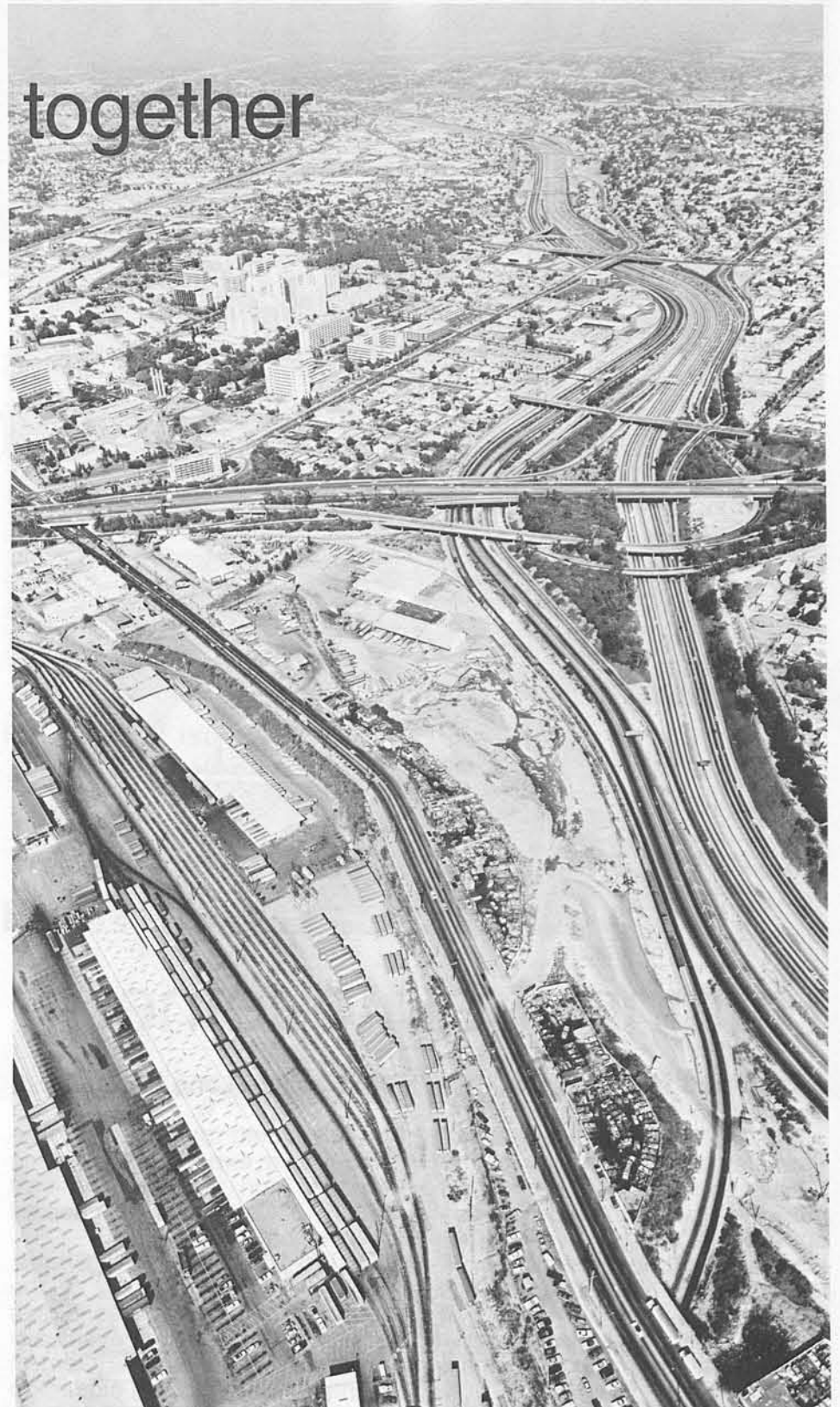
The construction of a new maintenance building and service facilities was completed last year. The next phase of work at Division 3 will be a new transportation building. At an estimated cost of \$1.7 million, the project is scheduled to be advertised for construction bids this fall.

### Division 4—Downey

This leased facility is now being used by the Maintenance Department for a number of activities such as make-ready of new buses, radio and headsign installations, District automobile maintenance as well as serving as a headquarters for the Maintenance Department. While no major facility improvement is currently underway here, it is planned to eventually convert this facility into an operating division.

### Division 5—South Central

The process is now underway to retain a consultant to design a new maintenance building, replacing one that street cars used to run through, in addition to



DIVISION 10 — Large triangular lot at freeway junction is Macy Street Yards, proposed site for new operating facility in East Los Angeles.

major site improvements. Upon completion of this project, an employee parking structure will be built adjacent to the transportation building, which was completed three years ago.

### Division 6—Venice

No major construction work is currently planned for this location,

which was completely remodeled late last year.

### Division 7—West Los Angeles

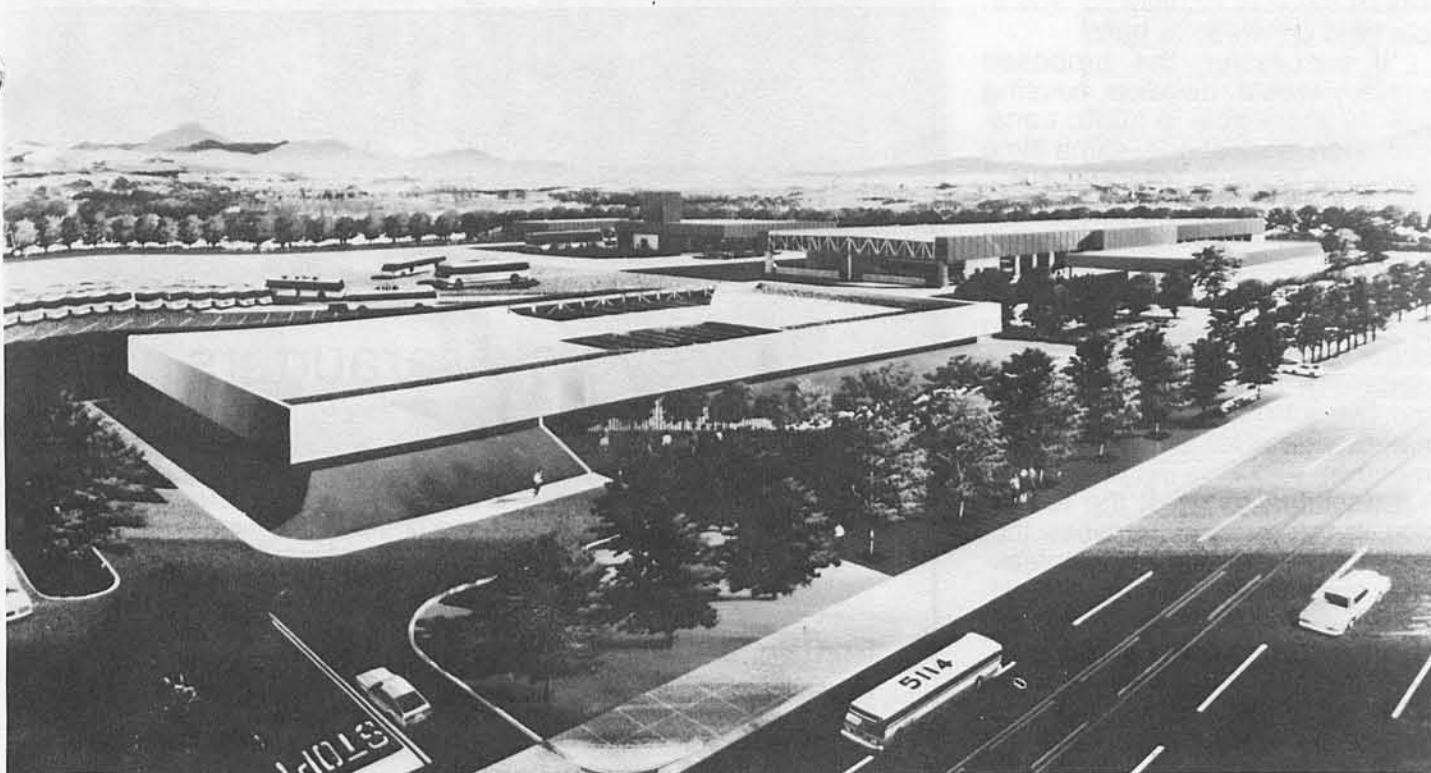
All new facilities were constructed at this location three years ago. The only major project currently planned for Division 7 is the construction of a Chassis Dynamometer building.

### Division 8—Van Nuys/Chatsworth

The West San Fernando Valley division is presently under construction on an 18-acre site at Nordhoff and Canoga in Chatsworth. The \$9.2 million construction project is expected to be completed in Summer, 1982. The existing division, which sits on a 5.6-acre site at Van Nuys and Sherman Way in Van Nuys, is expected to be developed into a transportation center.

### Division 9—El Monte

This facility, which was completed in 1975 as part of the El Monte Busway project, was originally designed to accommodate 250 buses. Service increases since that time have resulted in the assignment of more than 300 buses to this division. As a result, facility improvements are planned for the tire repair shop and dynamometer building.



GOING UP — New Division 15 in East Valley.

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## Having a blast

District officials, representatives of local elected officials and dignitaries attended a groundblasting to initiate construction of Division 8, the District's new West San Fernando Valley bus operating division. Replacing the current facility in Van Nuys, the new division will provide facilities for the daily maintenance of up to 250 buses and is scheduled for completion in September of next year. The 18-acre site at the corner of Nordhoff and Canoga in Chatsworth will be transformed into a \$15 million facility with a 49,000-square-foot maintenance building, a 14,000-square-foot transportation building, bus washing and fueling station, painting booth, engine steam cleaning facility and tire repair shop. The project is 80 percent funded by the federal government.



## Putting it all together

(Continued from page 5)

### Division 10—East Los Angeles

Situated on the old Macy Street Yards at the intersection of the Golden State and San Bernardino freeways, this proposed new bus operating facility is now in the design and planning stage with specifications being drawn up. It is expected that demolition of existing buildings and site preparation will begin in about six months.

### Division 12—Long Beach

Construction was slated to begin this month for a project to remodel and expand the existing transportation building at a cost \$450,000. Completion is expected in six months.

### Division 14—South Park Shops

Presently the location of the Central Maintenance and Stores facility, South Park will eventually be replaced by a new Central Maintenance Facility closer to

downtown Los Angeles. Meanwhile, due to space shortage, a new Paint Shop is under construction at the Park and a new power distribution system was recently completed. A design team is currently in the process of preparing a facilities program and concept design for the new Central Maintenance Facility. Land appraisals are now being finalized.

### Division 15—Sun Valley

The existing facility is located on a leased site and is suitable only as a temporary facility. A new \$9.5

million facility is now under construction on a 22-acre site located at Glenoaks and Branford in the East San Fernando Valley. This project is scheduled for completion in April, 1982.

### Division 18—South Bay

Existing Division 18 is also located on a leased site. A replacement site has been located nearby at Griffith and Figueroa in the City of Carson. UMTA has approved a capital grant funding for the purchase of the site and design of a new facility.

## Space study eyes Div. 7

How would you like to live in a large condominium complex with a bus operating in its basement?

That possibility could become a reality in the not too distant future depending on the results of a feasibility study being conducted by Los Angeles County for air space development above Division 7 in West Los Angeles.

The county's Department of Community Development has been working with the District's Real Estate Management section in Bus Facilities Engineering for similar development at other locations, as well.

Recently, the District's Board of Directors adopted a resolution granting exclusive negotiation rights to the county's Department of Community Development for an 18-month period to study air space development above Division 7.

Real Estate Manager Michael Annis pointed out that the resolution was necessary to permit the county to begin its study, but the resolution does not commit the District to any development package.

The County Board of Supervisors, through its Chairman Ed Edelman, has expressed increas-

ing interest in the development of affordable housing utilizing the Division 7 air space.

If the development proves feasible, it could partially relieve the problem of a critical shortage of affordable housing in the West Los Angeles-West Hollywood area where there is virtually no available land on which to build.

"If successful, the proposed project would develop housing readily accessible to public transportation and at the same time generate revenue for the District, which would help finance public transportation services," said Annis.

Because of the large number of planning constraints and the sheer complexity of such an undertaking, the county asked that the District grant exclusive negotiating rights for a period of 18 months.

Under the terms of the resolution, if the study determines that development of the site is unfeasible at any stage of the project, then the exclusive right could be terminated.

Air space development also has been considered for Division 6 in Venice and Division 8 in Van Nuys after that facility relocates to the West San Fernando Valley.



## Meyers' Marauders

They call themselves Meyers' Marauders in honor of Chief Engineer Phil Meyers and these Bus Facilities employees have been relentlessly pillaging and plundering local golf courses. In the recent Transit Golf Club tournament at Azusa Greens, competing against other District duffers, the Marauders captured three categories. From the left, architect Jim Louie captured first place, low net honors in the confusing Calloway Flight with a 112. Electrical Engineer Bob Huff took top place in the low-net handicap race, firing a 92 to go with his 32-stroke handicap. Senior Engineering Technician John Anaya not only took third low net in the Calloway division with a 91, he netted a \$10 prize for having the least putts (28). Not to be outdone, Engineering Technician George Bedard proudly displays the plaques he was awarded for a 183-yard hole-in-one he shot with a five-wood during the Pomona Men's Club tournament.

## He's been around awhile

District officials present Chief Clerk Frank Czarniak with a diamond-studded service pin and commemorative Letter of Commendation in honor of his 45 years of service to the District and its predecessor agencies. Czarniak, who runs the RTD ticket office at the RTD/Greyhound Terminal at 6th and Los Angeles in Downtown, began his career in 1936 with Pacific Electric, working from their terminal building at 6th and Main Street. And, he's not done yet. Frank has indicated he wants to see what the 50-year Service Pin looks like. With Czarniak are General Manager John Dyer, Board Vice-President Ruth Richter and Manager of Planning and Marketing George McDonald.



# Magic Mountain discount days head slate

If you're trying to think of something unusual to do over the four-day Thanksgiving Holiday weekend, why not try taking advantage of one of the best amusement park bargains in recent years.

Magic Mountain will have special discount days on November 26 through 29 for RTD employees and retirees at the fantastic prices of only \$5.95 for adults and children. That's a \$5 savings off the regular adult admission price. The park is open from 10 a.m. to 8 p.m. and if you go on November 27 or 28, you can see singer B. J. Thomas performing at 4 and 6 p.m.

\*\*\*\*

It's not too late to get your western duds together and head for a really special day at the races at Hollywood Park on November 21. District cowboys will be gathering in the park's pavillion area in the center of the racetrack to eat barbecue food from 12 to 1:30 p.m. and then watch the races, which begin at 2 p.m. Between races, a DJ with a disco-machine will entertain RTD personnel.

This special day costs only \$7 for adults, \$5 for children between the ages of 5 and 18, and under-fives are free. Prizes will be awarded to those with the best western outfits.

\*\*\*\*

If you're feeling lucky, you'll want to sign up early for the Holiday Extravaganza to Las Vegas December 4-6. The \$52 per person fee (based on double occupancy only) includes deluxe accommodations for three days and two nights in the luxurious Golden

Nugget Tower, choice of either two delicious continental breakfasts or one full American "Bonanza" breakfast, one lunch or dinner at Zachariah's Eating House, special \$1 Keno ticket (chance to win up to \$25,000) and a free drink when Keno ticket is played, and roundtrip bus transportation via Greylines. Act fast as space is limited

\*\*\*\*

Take the whole family to see the incredible Sandy Duncan as Peter Pan on Sunday, December 6, at 2 p.m. in the Pantages Theatre in Hollywood. The \$22.50 tickets are going for only \$20 for this live stage production to the popular musical.

\*\*\*\*

It's time once again to order See's Candy. To insure delivery in time for Christmas giving, your order must be placed by November 13! For your convenience, the coupon below can be used for ordering candy.

\*\*\*\*

Speaking of Christmas, if you're stumped over a special gift for that certain someone or just want to avoid the crush at the local department store, why not stop by the Recreation Department and check out the wide variety of colorful RTD-oriented T-shirts available at very reasonable prices. It makes a unique gift that is not available at any store.

\*\*\*\*

For information on these and

other recreation events, please call the Employee Activities Department at 972-6580. And, don't forget — we've moved. The Em-

ployee Activities Department is now located on the fourth floor of the Headquarters Building in the recently opened annex.

## See's CANDIES

INDIVIDUAL ORDER BLANK - CHRISTMAS 1981

Name \_\_\_\_\_

Department \_\_\_\_\_ Phone \_\_\_\_\_

Description	Item No.	No. Boxes	Price	Extension
<b>REGULAR PACK BOXES</b>				
1 Lb.		02	\$ 4.00	
2 Lb.	ASSORTED	03	\$ 8.00	
3 Lb.	CHOCOLATES	04	\$12.00	
5 Lb.		05	\$20.00	
1 Lb.		06	\$ 4.00	
2 Lb.	MILK	07	\$ 8.00	
3 Lb.	CHOCOLATES	08	\$12.00	
5 Lb.		09	\$20.00	
1 Lb.		10	\$ 4.00	
2 Lb.	DARK	11	\$ 8.00	
3 Lb.	CHOCOLATES	12	\$12.00	
5 Lb.		13	\$20.00	
1 Lb.		14	\$ 4.00	
2 Lb.	NUTS	15	\$ 8.00	
3 Lb.	AND	16	\$12.00	
5 Lb.	CHEWS	17	\$20.00	
1 Lb.		18	\$ 4.00	
2 Lb.	SOFT CENTERS	19	\$ 8.00	
1 Lb.	BRIDGE MIX	24	\$ 4.00	
1 Lb.	ALMOND ROYAL (CAN)	25	\$ 4.00	
1 Lb.	TOFFEE-ETTES (CAN)	26	\$ 4.00	
<b>Regular Pack Boxes PACKED IN MAILING CARTONS</b>				
1 Lb.		27	\$ 4.20	
2 Lb.	ASSORTED	28	\$ 8.20	
3 Lb.	CHOCOLATES	29	\$12.20	
5 Lb.		30	\$20.20	
1 Lb.	MILK CHOCOLATES	31	\$ 4.20	
2 Lb.		32	\$ 8.20	
1 Lb.	DARK CHOCOLATES	35	\$ 4.20	
2 Lb.		36	\$ 8.20	
1 Lb.	NUTS AND CHEWS	39	\$ 4.20	
2 Lb.		40	\$ 8.20	
1 Lb.	SOFT CENTERS	43	\$ 4.20	
2 Lb.		44	\$ 8.20	
1 Lb.	BRIDGE MIX	49	\$ 4.20	
1 Lb.	ALMOND ROYAL (CAN)	50	\$ 4.20	
1 Lb.	TOFFEE-ETTES (CAN)	51	\$ 4.20	
<b>SPECIALTY ITEMS Packed in Mailing Cartons are Shaded Grey</b>				
VICTORIA TOFFEE (No Mailer)	*55		\$ 4.00	
VICTORIA TOFFEE	*56		\$ 4.20	
PEANUT BRITTLE (No Mailer)	*57		\$ 5.25	
SPECIAL FANCY BOX - 2 lb.	*60		\$12.45	
GIFT OF ELEGANCE - 4 lbs.	*61		\$24.40	
SALTED NUTS - 12 oz. (No Mailer)	64		\$ 3.50	
Box of 60 LOLLYPOPS (No Mailer)	68		\$ 9.00	
SANTA BOX - 7½ oz. (No Mailer)	69		\$ 2.50	
SANTA BOX - 7½ oz.	70		\$ 2.70	
CHRISTMAS RED FANCY - 2 lb	71		\$12.45	
GIFT CERTIFICATE	1 Lb. ANY ASSORTMENT	140	\$ 4.30	
	2 Lb. ANY ASSORTMENT	141	\$ 8.60	
<b>TOTALS</b>				\$

Date \_\_\_\_\_ Amt. Rec. By \_\_\_\_\_



## Competent Toastmasters

Certificates of completion were recently presented to four members of RTD Toastmasters Club. The quartet, honored at a special dinner at Taix Restaurant, have completed a 15-speech program to earn Competent Toastmaster ranking in the international public-speaking organization. The four represent the first club members to attain CTM status since the RTD chapter was founded in 1976. The club meets each Wednesday at noon in the Metro Rail Department's conference room. From the left, the new CTMs are Bill Reason, Art Issoglio, Judy O'Donnell and Donald Cornish.



## Farewell

Close friends and family members of retiring General Superintendent of Transportation Jack Walsh got together recently for a special luncheon celebration to honor Walsh for his years of service to the local transportation industry. Walsh had completed a career in the military, attaining the rank of Colonel in the U.S. Army before his retirement in 1973. He joined the District in June of that year as Director of Safety and within a year was put in charge of the Transportation Department, which he ran with military precision. One of the many highlights of his tenure with the District was the virtual overnight implementation of the District's Airport Service in 1976. In the photo, Manager of Operations Sam Black (right) presents a commemorative plaque to Walsh, with his wife, Donna.

## SCHEDULE CHANGES

### Moving Up

**Gustavo Arguello**, from mechanic B to mechanic A.  
**Michael Ballew**, from mechanic C to mechanic B.  
**Robert Barella**, from mechanic C to mechanic B.  
**Marlene M. Belcher**, from data entry operator to data processor opr. I.  
**Joginder Bhue**, from mechanic B to mechanic A.  
**Frank Bosco**, from mechanic C to mechanic B.  
**Michael Bottone**, from acting supervising equipment inspector to supervising equipment inspector.  
**Gene Brown**, from mechanic B to mechanic A.  
**J. Brown**, from operator/extra supervisor of vehicle operations to supervisor of vehicle operations.  
**Guillermo Burgos**, from mechanic B to mechanic A.  
**William Camp**, from mechanic B to electronic communications technician.  
**Jesse Castorena**, from operator to operator/extra division dispatcher.  
**Wonsul Cho**, from mechanic C to mechanic B.  
**Leonard Clark**, from relief E.R.S. to stock shop/truck driver.  
**Romulo Climaco**, from mechanic B to mechanic A.  
**Bruce Crum**, from mechanic B to mechanic A.  
**Dennis Dickason**, from mechanic B to mechanic A.  
**Jim L. Donaghe, Jr.**, from mechanic B to mechanic A.  
**Karl Downs**, from operator to operator/extra division dispatcher.  
**George Edwards**, from mechanic B to mechanic A.

**Javier Enriquez**, from mechanic C to mechanic B.  
**Dallas Evans**, from operator to operator/extra division dispatcher.  
**R. Fogelman**, from operator/extra division dispatcher to radio dispatcher.  
**Jose Fuentes**, from cash clerk (temp) to cash/payroll clerk.  
**Dean Funk**, from mechanic B to mechanic A.  
**James Gatewood**, from mechanic C to mechanic B.  
**Earl Gerard**, from mechanic A to equipment maintenance supervisor I.  
**Robert Gonzales**, from mechanic C to mechanic B.  
**Emmitt Grayson**, from mechanic B. to mechanic A.  
**Gerald Harper**, from operator/extra supervisor of vehicle operations, extra radio dispatcher to supervisor of vehicle operations.  
**M. Harris**, from operator/extra supervisor of vehicle operations to supervisor of vehicle operations.  
**Richard Hatchett**, from utility A to laborer A.  
**Carlito Hernandez**, from stock shop/truck driver to storekeeper.  
**Florencio Hernandez**, from junior stock clerk to stock clerk.  
**Robert Hernandez**, from cash clerk to accounts payable clerk (temp).  
**Ted Hustava**, from equipment maintenance supervisor I to equipment maintenance supervisor II.  
**T. Jackson**, from operator/extra supervisor of vehicle operations to supervisor of vehicle operations.  
**Samuel Johnson**, from utility A to laborer A.  
**Stanley Kunisaki**, from mechanic B to mechanic A.  
**Jack Landrum**, from mechanic B to mechanic A.

**Carl Law**, from mechanic B to equipment maintenance supervisor I.  
**Mark Leach**, from equipment records specialist to extra radio dispatcher.  
**Willie Mack**, from mechanic B to mechanic A.  
**Garfield Meighan**, from mechanic C to mechanic B.  
**Brenda Miley**, from information clerk to records clerk.  
**William A. Morris**, from mechanic A leadman to equipment maintenance supervisor I.  
**Eva Myles**, from operator to operator/extra division dispatcher.  
**Theodore Neill**, from operator to operator/division dispatcher.  
**Patrick Orr**, from equipment maintenance supervisor II to maintenance manager at Division 8.  
**Darlene Patterson**, from cash clerk to stock shop clerk.  
**Harold Peterson**, from equipment maintenance supervisor I to equipment maintenance supervisor II.  
**Mario Pineda**, from mechanic B to mechanic A.  
**Patricia Potter**, from cash clerk to payroll clerk.  
**Gerald Ritter**, from operator to operator/extra division dispatcher.  
**William Ruiz**, from operator to operator/extra division dispatcher.  
**Jamal Saleem**, from mechanic C to mechanic B.  
**Shaker Sawires**, from senior engineer to civil engineer.  
**Marisela Silva**, from information clerk to passenger service representative.  
**R. Simon**, from operator/extra radio dispatcher to radio dispatcher.  
**S. Stepner**, from radio dispatcher (temp) to radio dispatcher.  
**Thomas Styles**, from mechanic B to mechanic A.  
**Hector Velasco**, from operator to operator/extra radio dispatcher.  
**Ermilo Victoria**, from relief division maintenance manager to equipment maintenance supervisor II.  
**Larry Walker**, from utility A to utility A leadman.

**William Weed, Jr.**, from operator to operator/extra division dispatcher.  
**Richard Wilson**, from operator to electrician.  
**Beverly Witherspoon**, from mechanic B welder to mechanic A welder.

## Shifting Gears

**Frances Bateman**, a clerk in the marketing and communications department is retiring after 23 years of service.  
**Alex Kukla**, an operator at Division 3, is retiring after 26 years with the company.  
**Frank R. Summer**, an operator at Division 5, is retiring after 33 years of service.

## In Memoriam

**Donald K. Brown**, an operator at Division 7, passed away September 6. Mr. Brown joined the company in August of 1961.  
**Myron S. Chapdelain**, a former operator at Division 9, passed away August 30. Mr. Chapdelain joined the company in June of 1935 and retired after 35 years of service in June of 1970.  
**Jose M. Gonzalez**, a former road janitor leadman, passed away August 25. Mr. Gonzalez joined the company in July of 1933 and retired after 39 years of service in June, 1972.  
**Jean B. Hart**, a former information clerk, passed away March 5. Mrs. Hart joined the company in March, 1944, and retired in October of 1962 after 18 years of service.  
**Oliver N. Horn**, former operator at Division 9, passed away August 13. Mr. Horn joined the company in April of 1942 and retired after 33 years of service in February of 1975.  
**Andrew W. Hunter**, an operator at Division 5, passed away August 28. Mr. Hunter joined the District in November, 1974.

## Retiree Recognition

Director Marvin Holen (left) and General Manager John Dyer (rear) offered best wishes and commemorative plaques to retirees during a Board of Directors ceremony. Honors were bestowed upon (from left) Division 8 operator Johnny Gargano, 10 years; Instructor of Vehicle Operations Robert Lee Smith, 24 years; Division 3 operator Franklin Walter Nott, 35 years; and Division 5 mechanic-A Stenson James Hutcherson (with his wife, Johnnie Mae), 35 years. Unable to attend the ceremony was Division 1 operator Clarence W. Brumwell, 35 years.



## Time for a change?

Do you want to change your dental plan or switch your medical coverage?  
 If, for any reason, you want to change the medical or dental provider you have through RTD, the District's Employee Benefits Section will conduct its annual Open Enrollment period early next month for non-contract employees.  
 "This is the only time of year that non-contract employees are able to change plans," explains RTD Benefits Administrator Ed Paull.  
 Keep an eye posted for announcements concerning the exact dates and times for these meetings.



# TRIPPERS

(Continued from page 2)

management. Patsouras called for the audit.

"Simply reducing the wattage of light bulbs can cut energy use by 12.5 percent," Patsouras said. District officials estimate that as much as \$105,000 could be saved annually just by reducing energy consumption at RTD headquarters downtown Los Angeles.

### Turn-of-the Century freeway . . .

Federal and state transportation officials and attorneys representing just about everyone apparently have reached an agreement that will lead to construction of the 17.3-mile Century Freeway between Norwalk and LAX. The final version of the controversial project, scheduled to be completed by 1990 at a cost of \$2 billion, features a six-lane freeway with two high-occupancy-vehicle lanes for buses, van and car pools

in the median strip. Provisions will be made for converting these two lanes to rail transit later. Ten bus platforms which can be converted later to transit stations will be constructed along the freeway route.



Hue Fortson, Jr.

### Outstanding young man . . .

Division 5 operator Hue Fortson, Jr. has been included in the 1981 edition of "Outstanding Young Men of America," a national reference book. Fortson, who has been with the District just over one year, was cited for his extensive com-

munity involvement, which includes serving as a member of the Martin Luther King, Jr. Birthday Committee and as a youth delegate to the NAACP.

### Gimme shelters . . .

The Los Angeles City Council has awarded a contract to Convenience and Safety Corp. to erect 1,250 bus shelters throughout the city. Following a one-year test phase involving three firms, the city awarded the contract to Convenience, the only responsive bidder. In the next 10 years, revenue generated from advertising on one wall of the three-sided shelters is expected to reach \$75 million, of which the city gets \$6.4 million. City officials expect the first 500 shelters to be built within a year, with all 1,250 erected within two years. Eventually, the city hopes to have 2,500 shelters scattered throughout the 15 councilmanic districts. The RTD will work with the city in pinpointing the busiest bus stops in the system.

### Shake it up, baby . . .

Division 8 operator Paul Bumgarner's wife really knows

what to get a fellow for a wedding anniversary present. To celebrate their recent anniversary, Paul's wife, Florence, hired Live Wires and had a belly dancer and drummer wish Paul a Happy Anniversary right in the trainroom of the Van Nuys facility — much to the enjoyment of his fellow operators and the office staff. Despite turning red several times, Paul said he enjoyed the whole thing.



Paul Bumgarner (rear)

# COMMENDATIONS

### Dennis Munson, Dispatcher 37:

"My wife, new to this area from Korea, was lost somewhere in the RTD system and I was frantic with worry. I called the Southgate police and they sent an officer to my home. He got on the phone to the RTD Dispatch Center. Together with your man they located my wife and returned her to my area, where I picked her up. I want to express my heartfelt thanks to your employees for their concern and effort, which brought this incident to a happy ending."

**G. A. Williams, Line 442:** "In a time when many complain about the quality of service provided by consumer-oriented businesses, I would like to tell you about one of your operators who deserves recognition for his professional performance. He is mature, efficient and handles all situations in a diplomatic manner. He is a credit to your organization."

**Isiah McClain, Line 436:** "My wife and I have been using the RTD service since 1970 when I gave up driving an automobile. Since my retirement we have traveled all over by bus. In all our trips we have seen many drivers and find the majority of them are hard-working and conscientious. This particular driver is one unusual human being. We have seen him help senior citizens on and off the bus when it becomes hard for them to manage. He is always courteous in answering questions as to bus changes and proper directions. We have found that all riders are happy to be on this man's bus and they tell him so. We know that your bus drivers get paid to do their job, but we feel that this man is one of your best public relations providers and really deserves some sort of commendation."

**Jim Stevens, Line 721:** "I am a longtime rider and have had a chance to observe many of your drivers. However, one driver, who is approaching the final years of his career, is more outstanding and I wish to add my thanks to Jim for his many years of service to patrons of the RTD. My own father worked for Pacific Electric Com-

pany and I feel I know a good operator when I see one. Mr. Stevens is deserving of Operator of the Year as far as I am concerned and I know all of us who ride his bus feel the same way."

**Herman Sharkey, Division**

## Trio garners kudos

Three more District employees were honored last month by the Board of Directors for their courtesy and good service to RTD customers. Garnering kudos were information operator Dorothy Jernigan, operator Gilbert Moncivais and mechanic James Sherman.

For Dorothy Jernigan, this was the third Employee of the Month recognition she has received since joining the District in August of 1975. Her involvement with the District goes far beyond her normal working hours, however. While at the district she met and married radio dispatcher James Jernigan. Her son, Larry Hoccum, works in Bus Facilities Engineering, while her stepson, James Jernigan, Jr., is an information operator, also.

Division 7's Gilbert Moncivais has spent 25 years transporting people around southern California by bus and in that time has earned

**1:** "I would like to commend Mr. Sharkey, who displayed kindness, consideration and the utmost care in handling an incident involving an eight-year-old girl, Michelle Holmes. Her mother put her on an RTD bus in Riverside, bound for Pomona. Michelle was coming to visit me. I am a teacher. I was to pick up the girl in Pomona but was sure a mistake had been made since there was no bus station there. I drove to the Greyhound Station in Claremont. Mr. Sharkey

exercised good judgement in not putting the child off the bus, alone, in Pomona with no one there to meet her. He then took the time to safely deliver the girl to your headquarters, call her mother and allay her fears. This shows him to be efficient, considerate and a thinking human being. Thank you for employing such a fine person."

**F. T. Davie, Line 420:** "He is never ahead of time at my stop, which means I don't have to get to my stop before 5:55 a.m. and stand in the dark all by myself for more than five minutes. Not good in today's world. I know that if I should be a few minutes late he would at least look down the street to see if I was coming. that is good will that we could all use more of."

**Llewellyn Hines, Division 7:** "I was in Los Angeles (from Ithaca, New York) attending a conference on Low Temperature Physics at UCLA and had the pleasure of observing your operator driving a bus I rode from UCLA to downtown L.A. via Wilshire. I can say without reervation that he is the most pleasant and courteous operator I've seen, and to all passengers — young, old, black, white. Thanks for having drivers like him."

**Emil J. Guglielmo, Division 9:** "Recently on vacation in Los Angeles (from San Francisco) I had the pleasure of riding and enjoying your excellent transportation system. I was assisted in many ways by your drivers who were wonderful in helping me with advice at getting around in your sprawling city. Of particular note, I would like to compliment Mr. Guglielmo. He was friendly, courteous, helpful and above all, a gentleman."

**Ken Ochoa, Line 401:** "From the viewpoint of a regular rider, he is remarkably reliable, consistent, and dependable. He is able to individually serve each customer as each boards and exits the bus. He meets his time check points with amazing accuracy by skillful maneuvering of the vehicle in heavy traffic. He is safely aggressive on the Pasadena Freeway, notoriously rough and difficult to drive. He has the confidence of his passengers, patiently changing the attitude of even the most disgruntled person who might board the bus. In short, he is a great driver."

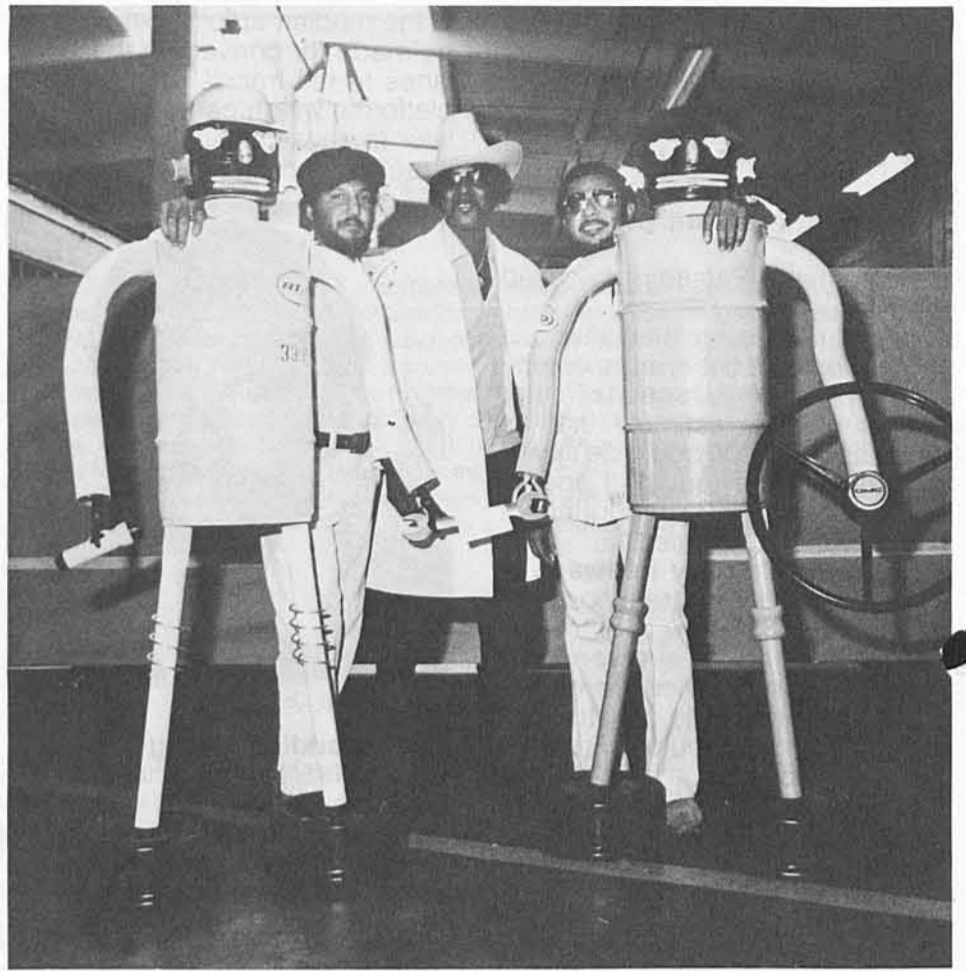


HONORED — General Manager John Dyer and Director Charles Storing (from left) present Certificates of Merit to Employees of the Month Dorothy Jernigan, Gilbert Moncivais and James Sherman. Looking on are Ralph Wilson, Glenn Powell and Bob Williams.



## Party — BBQ style

Nobody does it better could well be the theme song whenever the crew at Division 5 in South Central Los Angeles gets together to throw a party with a capital-P. Ribs, chicken, links, greens, beans, salads and cakes. They had it all from dawn until well into the night giving mechanics and operators ample time to sample cook's goodies. And, this year they managed to add something new by combining an art and craft show featuring works done by division employees. Here, a trio gets together with two surly looking me-can-ical men created from the scrap heap.



# Earn now, pay taxes later via deferred comp

With all the emphasis on tax-free savings certificates recently, many employees may have overlooked the fact that there is a simple way to save money from their paychecks and not pay taxes on that amount.

The Employee's Deferred Compensation Plan permits District employees to set aside a portion of their wages and not pay taxes on that money, or the interest earnings thereon, until their retirement — the benefit being that at that time they will probably be in a

much lower tax bracket.

Enrollment will be open in the Deferred Compensation Plan from November 16 through December 15, 1981. For current plan participants this period also provides the opportunity to increase or decrease the deferred amounts to change the way the funds are invested.

This enrollment period is the only time during the year that employees can join the plan.

An added tax-saving benefit of plan participation is that the de-

ferred amount is deducted from gross wages before taxes are computed, thus your withholding taxes are decreased.

The minimum amount that can be deferred is \$15 per pay period, with the maximum amount not to exceed 25 percent of your gross pay or \$285, whichever is smaller.

The deferred funds will be paid to plan participants upon retirement or termination from District service. If the sum accumulated is at least \$10,000, the District will arrange to spread out the pay-

ment over a set period of time. Taxes are payable only on amounts received.

If a plan participant dies, payment will be made to a designated beneficiary(ies).

Withdrawals from the plan are not permitted unless a severe financial hardship can be demonstrated. Participants may, however, discontinue contributions to the plan at any time, with previously deferred amounts remaining in the plan until retirement or employment termination.

Deferred wage amounts may be invested in any of the following ways:

- Short-term investments such as federal government securities issues of U.S. governmental agencies, certificates of deposit, banker's acceptances or prime-rated commercial paper. Holdings are restricted to public fund investments authorized under the California State Constitution.

- A no-load (no sales charge) stock fund.

- A deposit account with a major savings and loan association, generally secured by second Deeds of Trust.

- Real estate loans.

The plan is supervised by the District Treasurer, with individual employee accounts maintained by a specialized outside firm. Administrative costs range from nothing to 50 cents per pay period depending upon your investment choice. The plan is approved by the Internal Revenue Service.

Additional information may be obtained by contacting Mel Marquardt at extension 6593.

### You be the Judge

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

### Operator's statement:

The bus pulled into a bus zone just as the traffic signal turned red. Passengers were discharged and picked up. In the meantime, a car pulled in behind the bus. The traffic signal changed to green, but I did not move because I was one minute ahead of schedule and this location is a time point. The signal then changed to red and the car was still behind my bus. The signal light turned green and as I started to pull out I noticed the car started to go around me. I thought it was about to pass me. All of a sudden the car cut in front of me in an attempt to make a right turn and we collided.

### Answer:

Even though the automobile driver may be at fault from a liability standpoint (making a right turn from the wrong lane), the bus operator also would share some responsibility for this accident. As a professional defensive driver, the operator should have anticipated the other driver's actions for the following reasons.

1. The auto driver had no way of knowing the bus was only temporarily parked.
2. The car driver may have thought something was wrong with the bus and started to go around it.
3. Upon departure, the operator gave no indication of his intended motion by use of directional signals.

In short, the operator could have exercised defensive driving actions which would have prevented this collision by signaling, covering his brakes and watching the motion of the vehicles around his bus. Since none of these actions were taken, this accident is judged to be preventable.

**HEADWAY**

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Editorial input and suggestions welcome. Deadline for receipt of editorial copy is the 14th of each month. Send black-and-white photographs only, please. Requests for photographic coverage of District events must be preceded by 72 hours notice.

Mailing address: Headway, 6th Floor, 425 South Main Street, Los Angeles, CA 90013. Telephone: 213-972-6680.

**David Himmel, Editor**

Southern California Rapid Transit District  
425 So. Main St., 6th Floor, Los Angeles, CA 90013

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