

Whadaya think?

Since *Headway* is intended for all employees and retirees of RTD, we'd like to know what the audience thinks of the publication and what sort of things they'd like to see in it.

Our goal is to publish the types of articles and features you want to read. You can help make this happen by taking a few moments right now to complete the Reader-

ship Survey which appears on page 2 of this issue.

Completing the survey is simple. Just read the questions, check the boxes and make any appropriate comments. Then tear out the survey and return it to the Market Research Department, location 32, via company mail. If you are a retiree, use the U.S. Mail and address the completed survey to

Market Research Dept., 425 S. Main Street, Los Angeles 90013.

We'll let you know the results of the survey in a future issue of *Headway*.

It's easy to let something like this slip by, so why not fill out the survey right now? Then put it in your coat or purse to make sure it gets back to work and to the Market Research Department.

Southern California Rapid Transit District



HEADWAY

Volume 8, Number 10

October 1981

Study supports Metro Rail ridership estimates

One of the many questions surrounding the SCRTD Metro Rail Project is, how many people will actually use the planned 18-mile rail rapid transit starter line when it is completed?

Barton-Aschman, a consulting firm doing an independent Patronage Study for the Metro Rail Project, has released the results of Phase I of its two-phased evaluation and the figures look good.

"We are particularly pleased to note that the results of this report clearly substantiate the patronage estimation work done by our own staff in connection with the Alternatives Analysis and Environmental Impact Report that served as the basis for approval of Preliminary Engineering work on the project," said Richard Gallagher, manager and chief engineer of the Rapid Transit Department.

"In fact, the consultant's study indicates that our staff was a little conservative in its estimate of 275,000 riders per day," Gallagher said.

The consultant's patronage analysis for the initial segment of the so-called Wilshire Corridor Subway projects a daily weekday ridership of 309,000.

"It is interesting to note the projected ridership on the ultimate Metro Rail System, which will be

about 150 miles, will be approximately one million per day based on current economic conditions," said Gallagher.

In Phase II of the Patronage Study, the consultants will evaluate the effect of greater shifts from automobiles to transit due to expected future automobile oper-

ating and parking cost increases, according to Gallagher.

Information gathered in Phase II of the Patronage Study, which is now underway, will be used to determine station sizes and access volumes, among other things.

In a somewhat related item, an ABC-TV Channel 7 Eyewitness

News "Insta-Poll" taken in Los Angeles County recently dealt with peoples' attitude toward the proposed Metro Rail Project.

Those questioned were asked, "The RTD is planning to build an 18-mile, \$2 billion subway from North Hollywood to downtown Los Angeles via Wilshire Boulevard. The RTD is counting on 80 percent of the cost being paid for by the Federal government, but the Reagan Administration has suspended all support for new rapid transit programs. Which of the following best describes your feelings?"

Of the five alternatives listed, 21 percent said they supported the subway if the Federal government pays most of the cost; 24 percent said they would support the subway even if it has to be paid for entirely with state and local funds; and 12 percent opposed the subway if it had to be paid for with state and local funds.

Of those questioned, 28 percent indicated they were totally opposed to the subway no matter who paid for it and 15 percent had no opinion.

The poll's results indicated that a small margin (45 percent) of the people questioned wanted the subway as opposed to the 40 percent who said they did not.



BORING MACHINE — RTD Board members Charles Storing (left) and Marvin Holen (right) show state Senator Paul Carpenter (D-Cypress) a model of a laser-guided tunnel boring machine. Measuring up to 100 feet long and 20 feet across, the machines will be used during construction of the Metro Rail Project. Holen discussed the project before the State Senate Committee on Southern California Transportation Problems recently.



Lights 'n sirens

In keeping with their policy of high visibility to help combat crime throughout the District's service area, Transit Police Department officers are now patrolling in squad cars sporting red and blue light bars on the roof. The all-white vehicles also have the RTD logo emblazoned on the doors and roof and are clearly marked Transit Police. Officer Bruce Barron, a former RTD bus operator and recent police academy graduate, is pictured with the first of what will eventually be a fleet of 15 patrol cars.

Readership Survey

Please take a few minutes now to fill out the form, **tear out the page** and return it to Market Research (Location 32). If you send it in interoffice mail, no postage stamp is necessary. You need not sign your name. Thank you for your help.

1 - 4

WHAT DO YOU THINK OF HEADWAY?

1. Of the following types of articles published in HEADWAY, please check those which you read regularly:

- Trippers (news briefs about RTD or transit industry) () 5
- Employees of the Month (article, photo of award winners) () 6
- Retiree recognition (photo of Board retirement ceremony) () 7
- Schedule Changes (promotions, retirements, deaths) () 8
- Commendations (excerpts from public praising drivers) () 9
- Recreation News (highlights of coming month's events) () 10
- You be the Judge (accident quiz) () 11
- Now & Then (transit related photos comparing past and present) () 12
- Laff Track (cartoon by R. Garcia) () 13
- Classified advertising () 14
- Personality features on employees at and away from work () 15
- Department profiles (how they do what they do) () 16
- Sports programs sponsored by Recreation Department () 17
- Combating crime on buses () 18
- Transportation Department programs (new coaches, accessibility, etc.) () 19
- Maintenance Department programs (computerization, South Park, etc.) () 20
- Safety Department programs (safety award photos, etc.) () 21
- Marketing Department programs (RTD service promotions, etc.) () 22
- Service changes or improvements () 23
- Facility changes or improvements () 24
- Actions of the Board of Directors (new programs or policies) () 25
- Impact of inflation on fares and service () 26
- Metro Rail Department articles (news of Metro Rail project) () 27

2. On the average, how many of the 12 issues of HEADWAY per year do you read? (Circle one number)
 0 1 2 3 4 5 6 7 8 9 10 11 12 **28-29**

3. Please check how strongly you agree or disagree with each statement below.

	Strongly Agree	Somewhat Agree	Somewhat Disagree	Strongly Disagree	
	1	2	3	4	
1. HEADWAY keeps me informed of management policies and decisions	()	()	()	()	30
2. Information in HEADWAY is useful to me in my present job	()	()	()	()	31
3. HEADWAY is attractive in appearance	()	()	()	()	32
4. I find HEADWAY easy to read	()	()	()	()	33
5. HEADWAY provides me with interesting information	()	()	()	()	34

4. HEADWAY is currently published once a month. If you had a choice, how frequently would you prefer that it be published? (Check one answer only)

- Once a week () 1 35
- Twice a month () 2
- Once a month () 3
- Once every two months () 4
- Quarterly () 5
- Other (please specify) _____ 36

5. If new subject areas were to be added to HEADWAY, what should they be? _____

37-38

6. If there was one thing about HEADWAY that you could change in any way, what would it be? _____

39-40

7. Each of the following subject areas has appeared in one or more issues of HEADWAY. For each subject listed, please check whether you would like more articles, less articles or the same number of articles on the subject as in the past.

	More	Less	Same	
	1	2	3	
Trippers (news briefs about RTD or transit industry)	()	()	()	41
Employees of the Month (article, photo of award winners)	()	()	()	42
Retiree recognition (photo of Board retirement ceremony) ...	()	()	()	43
Schedule Changes (promotions, retirements, deaths)	()	()	()	44
Commendations (excerpts from public praising drivers)	()	()	()	45
Recreation News (highlights of coming month's events)	()	()	()	46
You be the Judge (accident quiz)	()	()	()	47
Now & Then (transit related photos comparing past and present)	()	()	()	48
Laff Track (cartoon by R. Garcia)	()	()	()	49
Classified advertising	()	()	()	50
Personality features on employees at and away from work ...	()	()	()	51
Department profiles (how they do what they do)	()	()	()	52
Sports programs sponsored by Recreation Department	()	()	()	53
Combating crime on buses	()	()	()	54
Transportation Department programs (new coaches, accessibility, etc.)	()	()	()	55
Maintenance Department programs (computerization, South Park, etc.)	()	()	()	56
Safety Department programs (safety award photos, etc.)	()	()	()	57
Marketing Department programs (RTD service promotions, etc.)	()	()	()	58
Service changes or improvements	()	()	()	59
Facility changes or improvements	()	()	()	60
Actions of the Board of Directors (new programs or policies) ...	()	()	()	61
Impact of inflation on fares and service	()	()	()	62
Metro Rail Department articles (news of Metro Rail project) ...	()	()	()	63

ABOUT YOU:

1. Who, besides yourself, reads your copy of HEADWAY?
 No one else () 1 Child(ren) () 3 64
 Spouse () 2 Other (please specify) _____

2. What other RTD publications do you get or read regularly?
 RTD Annual Report () 1 65
 RTD Facts at a Glance () 2
 Sector maps/brochures () 3
 Brochures on special services () 4
 RTD timetables () 5
 Other (please specify) _____

3. What is your primary source of information about RTD policies, services or events affecting RTD? (Please check one answer in each column)

	RTD Policies	RTD Services	Events Involving/Affecting RTD
	66	67	68
Posted policy bulletins	() 1	() 1	() 1
Immediate supervisor	() 2	() 2	() 2
Co-workers/friends	() 3	() 3	() 3
HEADWAY	() 4	() 4	() 4
Daily newspapers	() 5	() 5	() 5
TV or radio news	() 6	() 6	() 6
Other (please specify) _____			

4. Are you:
 Driver () 1 69
 Mechanic () 2
 Division staff () 3
 Headquarters staff () 4
 Retiree () 5
 Other (please specify) _____

5. Are you: Male () 1 Female () 2 70

Please use the space below, or attach additional sheets, to make any comments or suggestions you wish about HEADWAY.

THANK YOU FOR YOUR HELP. Please return this completed form by **October 31** to:

Market Research Loc 32
 425 So. Main Street
 Los Angeles, CA 90013

They've built a city in a San Gabriel house

Hundreds of railroad enthusiasts are eagerly awaiting the 34th Annual Open House of the Highland Pacific Railroad, slated for the first week in November. But, these transit fans won't be climbing onboard massive locomotives or clamoring through large rail yards.

They'll be getting together in a house in San Gabriel where a dedicated group has recreated a city.

For the Highland Pacific Railroad is a model railroad and the dedicated group that has painstakingly developed the extensive layout over the years is the Highland Park Society of Model Railroad Engineers, Inc.

Division one operator Ed Kennedy is a member of that group and is serving as Chief of this year's Open House, which takes place November 4, 7 and 8. Kennedy said that 35 Society

members are anxiously awaiting the opportunity to display their model railroad to the public during the free event.

"Since construction of the present layout began back in 1962, thousands of people have come to see one of the finest examples of craftsmanship in Southern California," Kennedy said. "The members have spent countless hours in constructing this replica of a class one railroad."

According to Kennedy, the Highland Park Society of Model Railroad Engineers, Inc. is dedicated to the authentic recreation of railroad scenes and prototypical operation. During the Open House, the public will see demonstrations of the operation and be given tours of the railroad layout.

"The trains are made up in two main division points and are then operated over more than 3,500

feet of mainline track," Kennedy said. "The layout virtually fills the 40- by 42-foot room built specifically for model railroading.

"The trains run on prearranged schedules, timed by a scale clock that operates six times faster than normal time. Visitors to the Open House will see freight and passengers moved from cities to ports, through mountains, by lakes and over narrow-gauge logging operations," he adds. "The dispatcher may direct a freight train to deliver cars to an industrial area or wait for a passing trolley or passenger train."

Kennedy said that times for the Open House will be Wednesday, November 4, from 6 to 10 p.m.; Saturday, November 7, from noon to 8 p.m.; and Sunday, November 8, from noon to 5 p.m.

Refreshments are available and admission is free.



Ed Kennedy

Knott's "Scary" Farm set for Halloween haunt

With Halloween just around the corner, there's no better way to celebrate than with a visit to "Knott's Scary Farm." The Ninth Annual Halloween Haunt will be held for District employees on October 24 from 7 p.m. to 2 a.m. at the Buena Park amusement park. At this very moment, fearsome creatures of the night are emerging from dank and dusty places in anticipation of the world's largest Halloween Party. The regular \$10 tickets will be offered to District employees and retirees for only \$7.50. Don't wait until the last mi-

nute. Tickets are limited and they'll probably disappear fast — just like a ghost.

Believe it or not, basketball season is upon us once again! It's time to break out the Laker's pennants and cheer the local hoopsters on to victory. Magic Johnson will be back in action and it promises to be another exciting season. Tickets are now available for the season's opener against the Houston Rockets on October 30, plus the Lakers contest with the San Antonio Spurs on November

20. The regularly priced \$8.50 collenade-level seats are available now for only \$6.50. Of course, all games are played at the Forum in Inglewood.

The Employee Activities Department has an evening for you to remember. Sunday, October 18, is the date, 6 p.m. is the time, and the place is the Mayfair Music Hall in Santa Monica. The evening starts with dinner and you have your choice of four entrees — beef, fish, chicken or fettucini. After dinner comes the show of shows, "Grand Illusions," a series of performances by top female impersonators doing such entertainment greats as Judy Garland, Liza Minnelli, Carol Channing, Bette Midler, Diana Ross and many more. It promises to be a real change of pace evening for only \$20 per person. This will be the final performance and it promises to be an event you will remember and talk about for years to come.

If you missed the September fishing trip you can be the first in line to sign up for the November excursion. This one will be for Rock Cod aboard the Coroloma out of Oxnard. The boat leaves at 4 a.m. on November 7 and you can board anytime after 9 p.m. on the 6th. Scheduled return is around 5 p.m. Bait is provided free and tackle rental is available. The low, low price is \$25 for employees and \$30 for their guests.

If you've ever wanted to dabble in the art of illusion or been amazed by magic, you've got to mark your calendar for this show. "It's Magic" will present a full evening of baffling wonders, amazing sleight of hand and hilarious fun for the whole family. An invitation to perform on "It's Magic" is considered the highest award of excellence that can be given the professional stage magician. The date to remember is Sunday, November 8, at 3 p.m. The regular \$10.50 seats are available for only \$9. The performance will be held at the Variety Arts Theatre, 940 S. Figueroa.

Elizabeth Taylor in "The Little Foxes" by Lillian Hellman. Twice honored with Academy Awards as

Best Actress, Elizabeth Taylor makes her highly acclaimed stage debut in this spellbinding story of a Southern aristocratic family's passions, tyranny and greed. A choice of performances is offered for the Saturday, November 14 event. You can see the 2 p.m. matinee with \$24.50 orchestra seats available for \$23, or the 8:30 p.m. show with the \$27.50 orchestra seats on sale for \$25.

The Marx Brothers never imagined a day at the races like this! By special arrangement with Hollywood Park, a western barbecue and a day of thoroughbred horse racing has been slated for November 21. Dust off those western clothes for the theme of the day-long event is "District Cowboy." As an added incentive, prizes will be awarded for the most authentic looking western attire in men's, women's, couples, boys and girls categories.

Here's what's in store for you. You will enjoy a day of racing at the park from the unique perspective of the group pavillion, located on the infield where you can feel the horses thundering by. Since the District will be the only group in the infield that day, you are allowed to bring whatever you can carry onto the infield for fun and games between the races. Bring your games, blankets, kids, music, whatever. A live DJ with recorded disco music will be provided for dancing between races. In addition, a cookout featuring a lunch of chicken, barbecue beef on a french roll, cole slaw, baked beans, slice of fruit and beverage will be served.

The cost of all this is \$7 for adults, \$5 for children between the ages of 5 and 18, with kids under 5 free. And, the price includes admission to the track.

Here's one last reminder for your holiday travels. Final payments for the Thanksgiving in New York and New Year's in Hawaii trips are due October 16.

For more information about these events, or details on upcoming employee activities, keep an eye posted on your work location bulletin board or call the Employee Activities Department at extension 6580.



The latest model

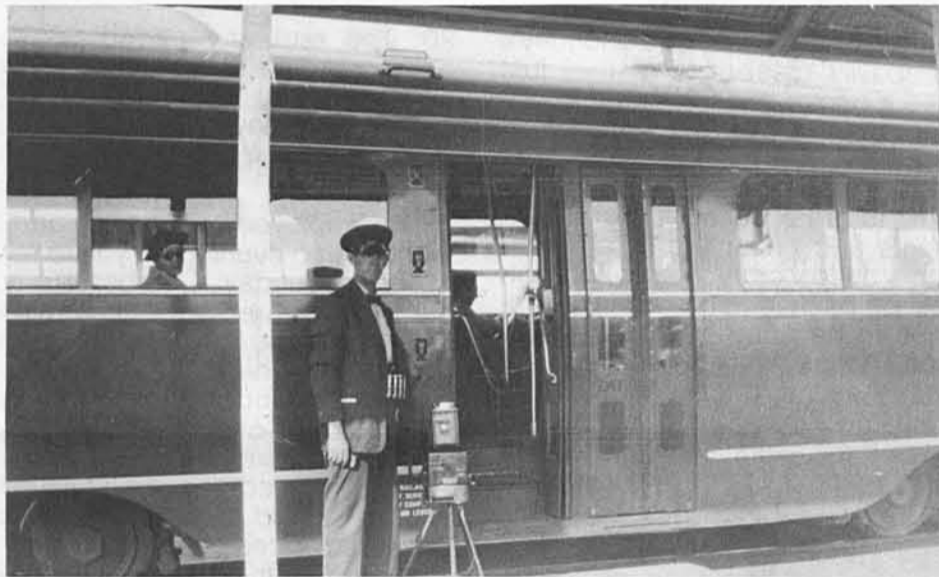
Transportation Department secretary Rebecca King scores a major breakthrough in the latest RTD wearing apparel. The new T-shirt, available for only \$4 through the Employee Activities Department on the sixth floor at District headquarters, is a four-color reproduction of the award-winning "Breakthrough for better service" advertisement illustration used in conjunction with the June 21 service changes. The shirts are available in all adult and children's sizes.

There's nothing transitory about the Petersens



Generations

The first of three generations of local transit employees, Peter C. Petersen (at left, above) is shown at the Agricultural Park terminus in this 1897 photograph. Agricultural Park is today Exposition Park. At left, Christen Petersen took a break from his work as Traffic Man at the Pico Rimpau station to have this 1938 photo snapped. Below, Russell Petersen stands in the doorway of a double-deck bus. The inset is a snapshot of Russell wearing Dad's gear, displaying an early interest in public transit.



By Larry Nezhni

Times have changed.

No one is more aware of that fact than Russell Petersen, an equipment specialist with the District's Equipment Engineering Department. For the 58-year-old Petersen, coming to work each day is almost like taking a trip down memory lane.

A third-generation transit employee, Petersen is the current representative of a family that began working with transit systems more than a century ago.

When Petersen's grandfather began working in the field of public transportation, the system consisted of a horsedrawn carriage pulling passenger-laden vehicles along tracks laid in the dusty streets. If the horse got hot, you slowed down or stopped by a convenient water trough.

Today sleek 40-foot buses carry passengers in air-conditioned comfort at 55 miles per hour, often along exclusive freeway bus lanes. If the engine gets hot, there is a sophisticated radiator and cooling system with thermostats and warning buzzers.

Peter Christen Petersen, Russell's grandfather, started the family affair back in 1880 when he took a job with the Main St. and Agricultural Park Railroad. He carried horses at first, then drove the horse cars. When the lines were electrified, he became a conductor.

When Henry Huntington consolidated all the small companies around 1910, Peter came along with the purchase of the Agricultural Main Street Railway and be-

came an employee of the Los Angeles Railway (LARy). He had nearly 45 years of service in when he retired in the early thirties.

Intent on keeping the Petersen clan transportation-minded and keeping the transportation company Petersen-minded, Peter's son, Christen John Petersen (Russell's father) joined LARy in 1912. During his 46-year career Christen worked on horse carriages and trolley cars.

Russell followed in his father's and grandfather's footsteps 35 years ago when he joined Los Angeles Transit Lines (LATL), a successor to LARy and a District predecessor.

If you add in Russell's sister Kathleen's four years as a trolley car conductor with LARy and his uncle Karl's 10 years as a conductor with both LARy and LATL, the Petersen clan's years of service to the transit industry exceeds 135 years. And, that number grows every day that Russell reports for duty.

Ironically, each of the Petersen's had the option of going into the bakery business rather than the people moving business. The family operated a bakery at 6th and Maple in Los Angeles, on the ground floor of the building where they lived.

"It really wasn't much of a choice," Russell recalls. "I think the bakery was really just something for my grandmother to do to keep busy."

While times have changed, Russell feels people are still people and they are the bottom line for the Petersen clan's devotion to transit.

piece of equipment to transport people from one point to another in as much safety and comfort as possible. I think this should be the goal of anyone in the transit industry."

In the pursuit of this goal, Russell finds himself dealing with multinational corporations interested in selling equipment or parts to the District, with employees who need new equipment or are reporting equipment breakdowns, and with the inevitable mountains of paper work surrounding cost effectiveness studies.

Russell began his 35-year career in 1946 with LATL as a trolley car mechanic at South Park. The Korean War kept him occupied for awhile, but he returned to the park and began specializing in electrical repairs on street cars.

When the last of the street cars were pulled out of service in 1961, Russell turned his full attention to buses and soon became a top-rated mechanic, then leadman, foreman, superintendent, consultant and, just prior to joining Equipment Engineering, an instructor of electrical and air conditioning systems, teaching other mechanics about new systems or changes the District was making.

Russell said he has no plans to end the family string at the moment. In fact, he hopes to extend the family's transit legacy to more than a century and a half. That would mean another 15 years with the District and more than 50 years of service when he retires.

"This is a good company to work for and I like the job I'm doing," Russell said. "I know the company and the people that make it what it is, and as long as I feel I'm doing good for the company I'll stay on."

Besides, Russell confides, he hopes to be able to one day work on the District's Metro Rail System.

(Larry Nezhni, a student intern with the District's News Bureau, is a student at California State University, Los Angeles).

"It is the patron out there that we try to keep happy. Without them we wouldn't have a job," Russell said. "What we try to do in equipment engineering is to help provide a better than serviceable





Old time reunion

It looked a lot like old home week at the University Hilton Hotel recently when hundreds of former operators, managers and transportation department personnel got together for the first of what will hopefully be an annual Retiree Luncheon. Sponsored jointly by the Transportation Department and the United Transportation Union, which represents RTD operating personnel, the reunion gave retirees an opportunity to get together with former co-workers and reminisce about old times, catch up on the latest news, swap stories, discuss benefits and generally have a good time. Transportation Superintendent Leilia Bailey and UTU local chairman John Cockburn helped to coordinate the event. Manager of Employee Relations John Wilkens (above, right) welcomed the retirees to the luncheon.

Board approves expansion of AVM program

The RTD Board of Directors has approved a plan to seek additional federal funding for the further development of the District's Auto-

matic Vehicle Monitoring (AVM) system.

Through two grant applications recently authorized by the Board,

the District will seek a \$475,000 demonstration grant, plus a \$2.2 million capital grant. The funding requests are being sent to the Urban Mass Transportation Administration (UMTA), the funding arm of the Department of Transportation.

partment of Transportation's Transportation Systems Center.

(DOT is interested in the development of a viable AVM system and selected the RTD to test the system).

Since 1979, the District has been the site of the UMTA funded AVM test program.

The program's purpose was to improve response time in locating buses with emergencies on board and to improve management information and control of the fleet.

District shows 'Way to go'

Beginning this month, a series of television commercials will begin airing on local stations to familiarize viewers with a wide range of District services.

With an advertising campaign theme of "Way to Go," the commercials mark the District's return to regular television advertising after a 10-year hiatus.

In 30- and 60-second spots, the commercials will promote services like the monthly pass as well as describing all the places you can go in Southern California via an RTD bus, according to Connie Ward, the District's Advertising Manager.

Produced by Eggers Films in conjunction with N.W. Ayers, Inc., the District's advertising agency,

the commercials were filmed at such wideranging locations as Grauman's Chinese Theatre in Hollywood, Olvera Street, Chinatown, Griffith Park, the beach and the Los Angeles County Museum of Art.

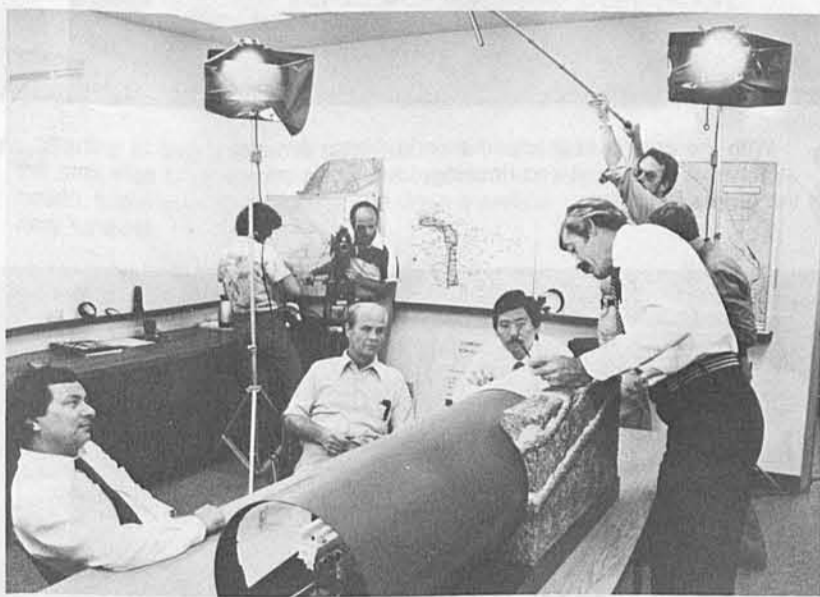
Ward said that three or four commercial messages will be produced using the footage shot during the week of September 14-18 and will air at various times throughout the remainder of the year beginning this month.

Spotlighted in the commercials were such new additions to the RTD fleet as the double-deck bus, articulated bus and the new RTS-II-04s. However, no District personnel appear in the commercials.



Not goodbye, just auf Wiedersehen

Almost a hundred RTD employees crammed into the Planning Department on the fifth floor of the headquarters building to bid farewell to Director of Bus Planning Paul Taylor, who was leaving the District after seven years to assume the duties of Deputy Executive Director for Programming and Fiscal Analysis with the Los Angeles County Transportation Commission. During Taylor's nearly five years as Director of Bus Planning, there was a sizable increase in District operations. Annual miles operated increased from 67 million to 100 million. Peak hour buses increased from 1,450 to more than 2,000, while the number of bus lines grew from 160 to 200.



Metro movie

Russ McFarland (standing, right), acting manager of systems engineering analysts for the SCRTD Metro Rail Project, conducts a mock panel discussion for the cameras during the making of a film about the Metro Rail Project. The film will be used by the project's community relations department to help them explain the nature of the proposed 18-mile Wilshire Corridor subway, the exact route it will cover and how other communities have benefitted from the building of subways in recent years. The film will include footage shot along the proposed subway route in addition to footage shot in cities like Atlanta and Washington, where rail projects have recently been completed. Also at the table are Nadeem Tahir, Charles Proctor and Alan Nishimura.

WORKING ON SOME NEW LINES

Around the turn of this century, Henry Ford revolutionized the automotive industry by applying assembly line production techniques to it. Also, around the turn of this century, South Park Shops was opened and soon became the maintenance hub of Southern California's transit industry.

In July of this year the assembly line and South Park caught up with each other with the introduction of a bus engine re-

building program at the Park that is the most advanced operation of its kind in the nation.

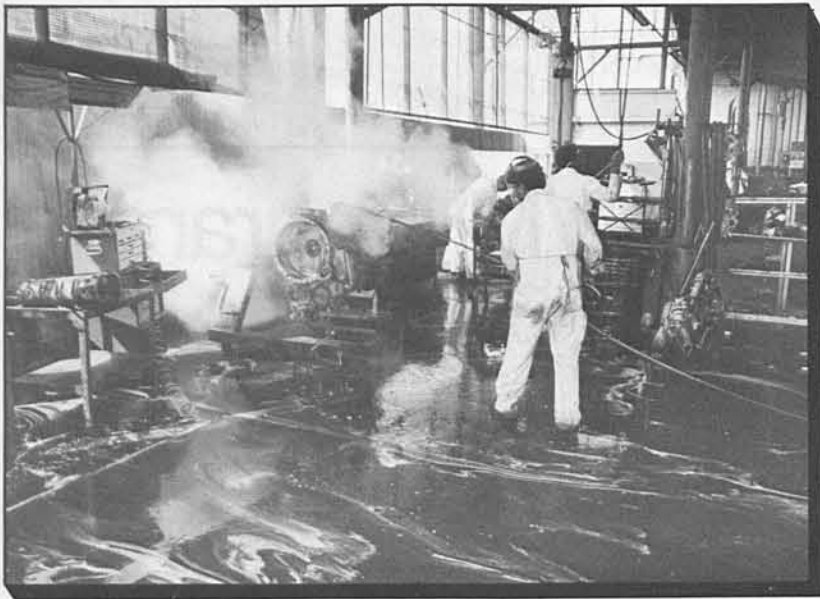
"If you bring us two buses in the morning with engines that need rebuilding, you can come back the next morning and drive those buses away with totally remanufactured power packages in them," said Larry Lenihan, the assistant superintendent of South Park Shops and the man who devised the District's program.

Lenihan came to the District just over seven months ago after a 19-year career in the mechanical engineering field, most of that time with North American Rockwell. He modeled the engine rebuilding program after one developed by CTA in Chicago. Lenihan, however, blended in some of the aircraft industry's gateline production techniques he had worked with in the past and the marriage re-

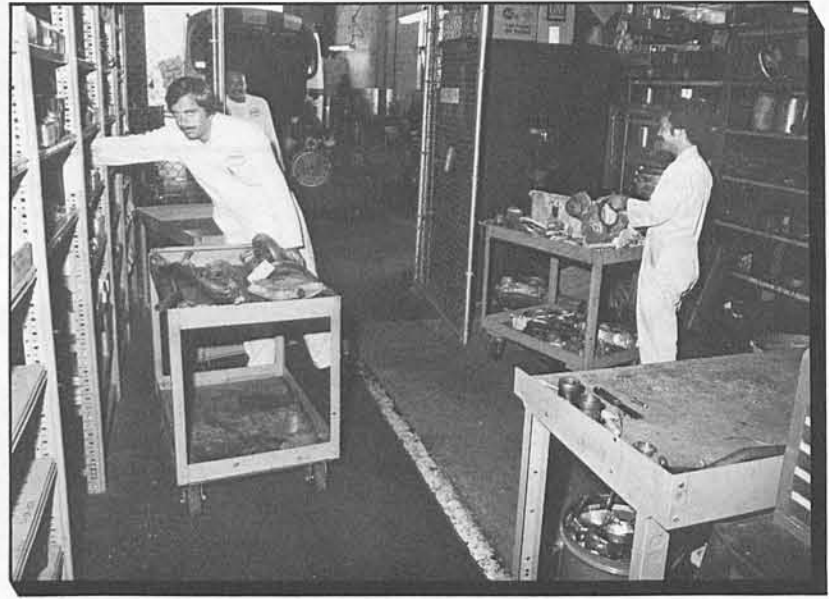
sulted in a production line that has yielded some impressive results in its first few months of operation.

"Prior to the introduction of this system, the mechanics at the park were turning out 10 rebuilt engines a month," said Lenihan. "Now we are producing at our goal of two engines a day, 10 per week."

From a cold start, Lenihan points out, the mechanics have



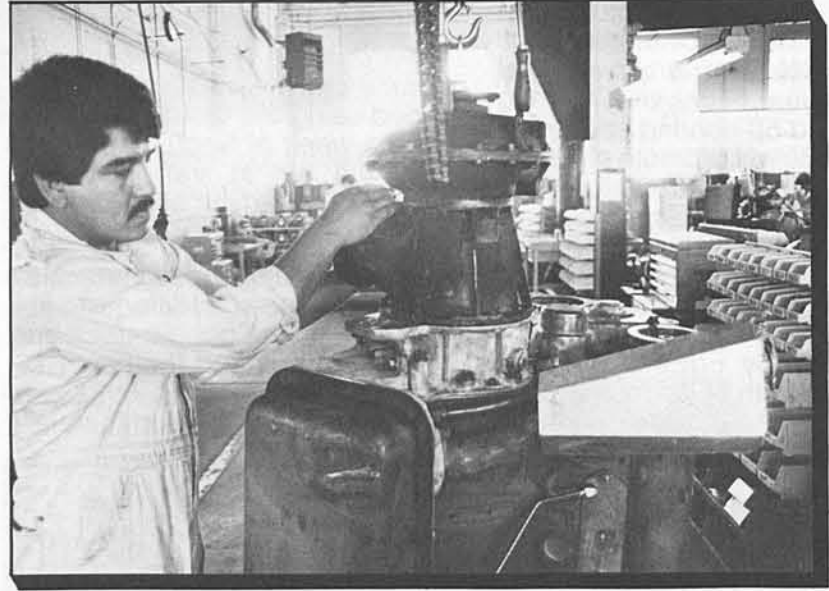
1 Willie Thompson steam cleans a bare engine block which has just been removed from a bus and had old parts taken off.



2 Norman Boucher (left) and Mas Takata prepare parts kits for each station on the line. Here, used parts are checked for wear and usability, and then stored by station number.



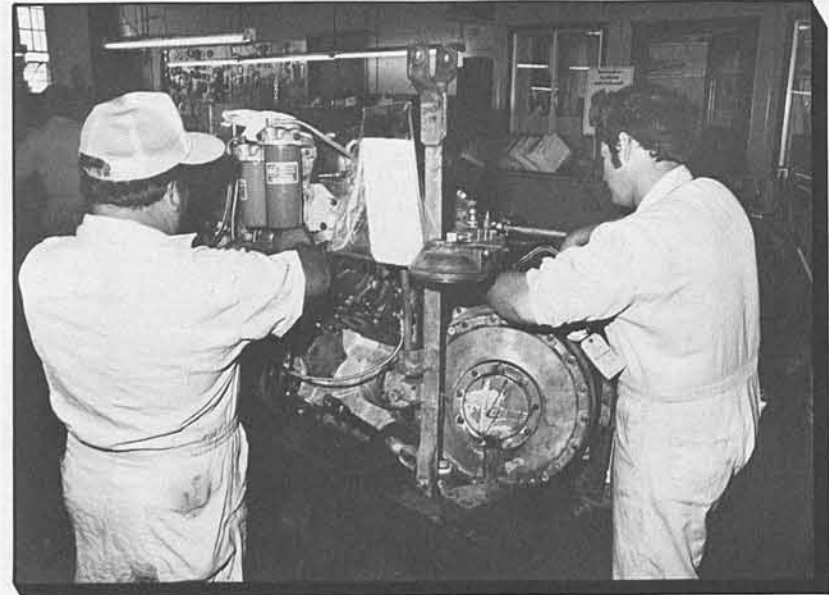
5 Next the engine moves to where Ray Krill inserts the pistons, connecting rods and oil pump.



6 With the engine now tipped on end, Victor Amador attaches the flywheel and housing, the oil pan and the taurus fan drive.



9 At the next station, Curtis Clark (left) and Wilfred Young team up to install the engine cradle, valve covers, transmission (which has been rebuilt), starter and oil cooler.



10 Mark Cross (right) and Will Evanston get the engine next and add the air conditioning alternator, cooling system and fans.

so far remanufactured more than 65 engines as of mid-September. The only operation that comes close to that kind of figure is the Greyhound facility in Chicago, which rebuilds eight engines a week.

Prior to the introduction of the new system, a mechanic would be assigned to rebuild an engine. He would tear it down, hunt for the needed new parts and then reassemble it.

This method could not keep up with the number of engine wearouts, said Lenihan, and the result was an ever-growing backlog of engines needing to be rebuilt.

Under the new system, engines were pulled out of 20 buses, torn down, cleaned and a working pool of parts was created. Three mechanics clean parts, sort them and supply the nine stations that compose the

line. The mechanics working on the line never have to leave their station looking for parts. Every four hours the line advances one station so that two engines roll off the line each day.

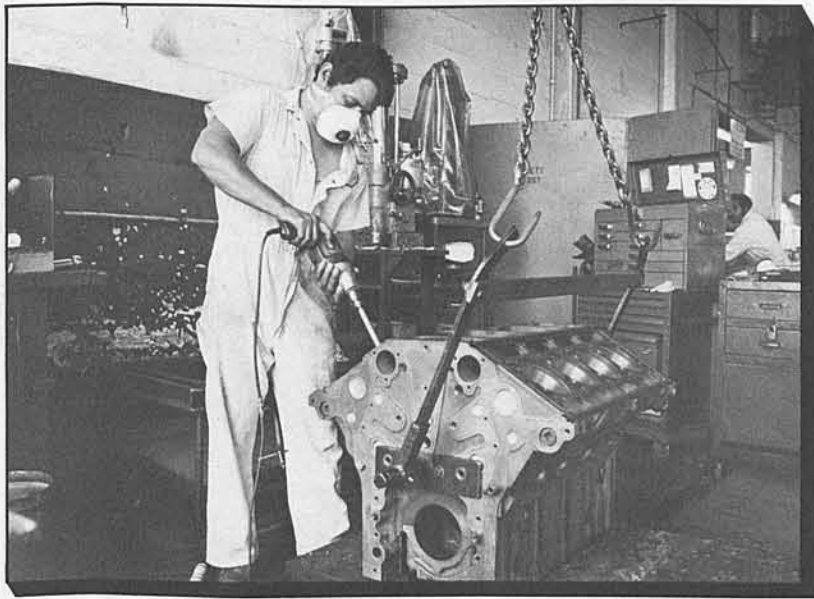
Lenihan said it cost only \$50,000 to set up the line and the new program uses essentially the same number of employees.

"We've eliminated a lot of wasted time," said Lenihan, "and it's a real credit to the respon-

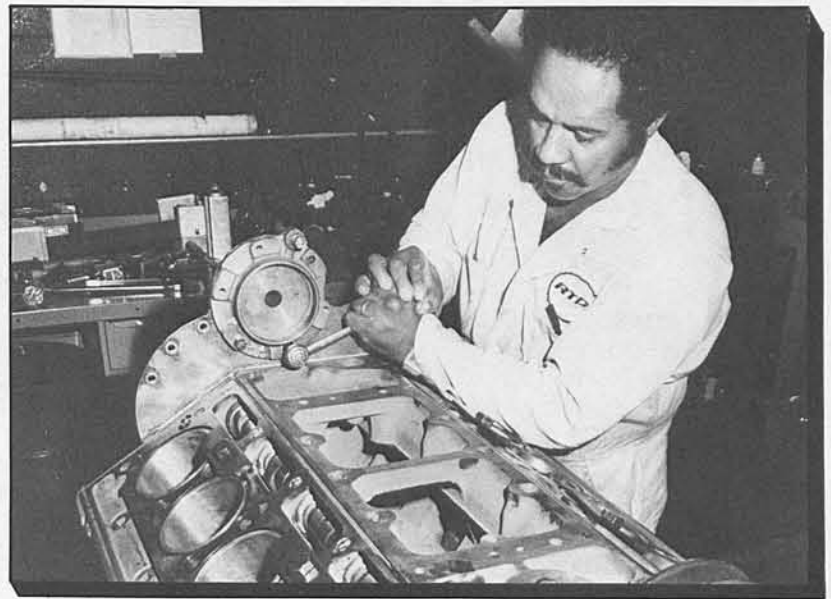
siveness and workmanship of the men on the line that production has been so good. They deserve a tremendous pat on the back."

Rich Davis, the General Superintendent of Maintenance and Equipment for the District, is quite pleased with the program's.

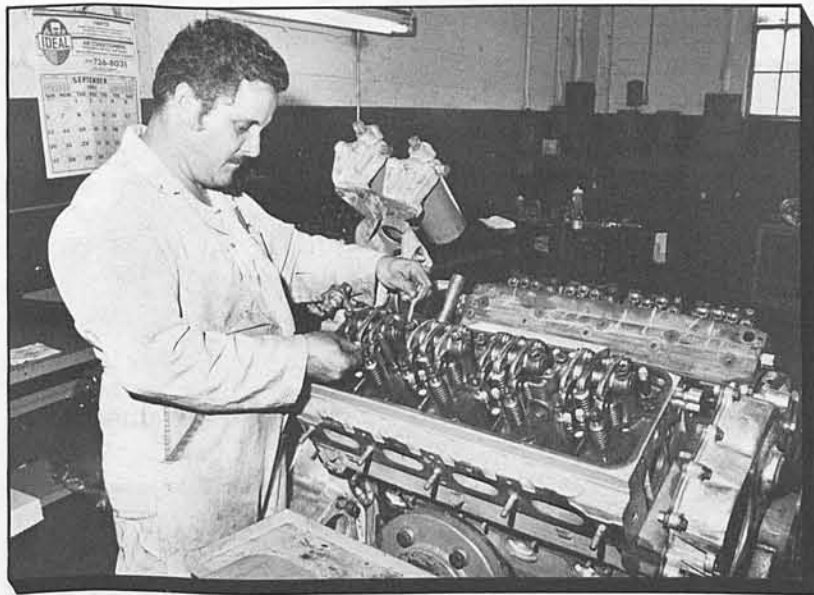
"This is quite a major improvement for us," Davis said. "This is part of our effort to increase productivity using modern industrial engineering technology."



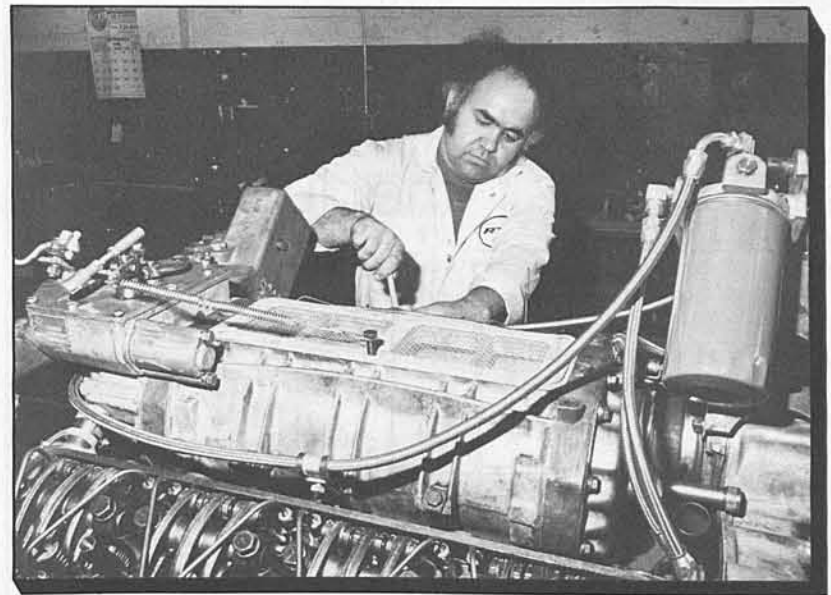
3 Efrain Garcia mans station number one on the line, which is a prep area for the bare engine block. Here he uses a wire brush on the piston cylinders.



4 Thomas Greene begins the reassembly process at station two where he lays the crankshaft.



7 Starting to look more like an engine every minute, the next stop is where Ovidio Diaz attaches the valve heads, fuel filters, gear covers and does a preliminary tune-up.



8 Ted Brown gets it next and keeps busy installing the blowers, alternator, fuel and water pumps, air compressor and governor assembly.



11 As the engine nears the end of the line, Carlos Fuentes (right) and leadman Roy Guzman attach the electrical harness, air shifter and exhaust system.



12 At the last station on the line the engine is given a test run prior to installation in a bus. From left are Bill Exline, Jeff Rubin, Charles Dello, L.T. Lenihan, and Howard Sherter.

Hanson knows his way in

By Larry Nezhni

Have you ever wondered what the difference is between working for a bus company and owning a bus company? For the answer, you might ask Division 12 operator John Donald Hanson.

And the answer you would probably get is that you can't complain to the boss about working conditions or long hours when you are the boss.

Hanson, who was the District's Operator of the Month last July, was co-owner and operator of San Pedro Transit between 1953 and 1973. He and his partner, father-in-law Vernon McDonald, drove buses themselves during the week, devoted weekends to maintenance and mechanical repairs and managed to do the paperwork somewhere in between.

Hanson maintained this hectic pace for some 20 years until San Pedro Transit was absorbed into the RTD network. Hanson joined the District, along with his equipment, and today, ironically, operates nearly the same route he drove for San Pedro Transit. Now, however, he enjoys such luxuries as paid vacations, overtime and weekends off.

"The biggest advantage in working for someone else is in having time off," said Hanson. "My wife, Bobbie, and I now can enjoy sailing our 22-foot sailboat in Los

Angeles Harbor. I even have time to trailer the boat up north to go sailing around Sacramento or San Francisco for four or five days at a time."

Of course, Hanson is quick to point out that he doesn't regret a day of the 20 years he spent with San Pedro Transit. He would probably still be operating the company, but it fell victim to the same forces that brought about the demise of several small transit operations.

San Pedro Transit derived most of its revenue from the fare box. The large federal, state and county subsidies which are available today, were not around in those days. As a privately-owned transit company, San Pedro Transit ran into financial difficulties that forced it to decline from its peak as a nine-man, 10-bus organization to a two-man, two-bus operation in 1973 when RTD bought its equipment and took over service.

But don't feel sorry for John Donald Hanson. One of the things he liked best about San Pedro Transit was working in the San Pedro area, which he still does today.

"I like the small town atmosphere of San Pedro," he said. "Even though there is more traffic and more buildings today than there were in 1953, the area is still basically the same. The biggest



San Pedro

change I've noticed has been in the waterfront. It used to be known all over the world as a rough area, but a renewal project tore down the old buildings and waterfront dives and replaced them with new office buildings and banks.

"And the route I operate today is basically the same as the one I worked for San Pedro Transit," Hanson said. (He works Line 849, between San Pedro and Torrance via Western Avenue). "I still work just a few miles from the ocean, the air is fresh, the people are friendly and the rides have always been peaceful."

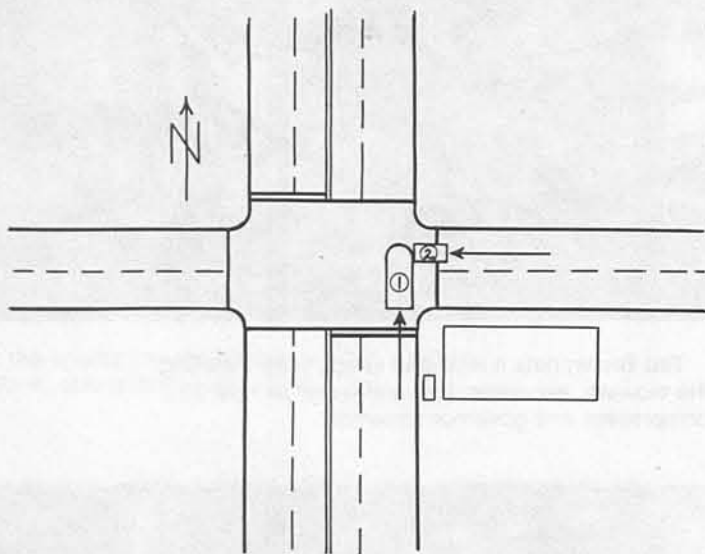
Line 849 passengers benefit from the 57-year-old Hanson's experience, too. Parents and their children are comfortable knowing they have the same competent operator they've had for the last 27 years. Those unfamiliar with the area benefit from Hanson's clearly articulated and expert directions.

But, the bottom line is that John Donald Hanson has been happy with his job change from owner to employee. His job satisfaction is exemplified by his excellent work record with the District. He has the maximum number of merits awarded to RTD operators and has an unblemished safety record.

Besides, he no longer needs to worry about changing the oil or washing the windows.



You be the Judge



Someone once observed that it is better to judge than to be judged. Now's your chance. Review the operator's statement below, look at the diagram and then decide whether you would judge this accident preventable or unpreventable. To find out how the experts decided, read the answer printed upside-down below.

Operator's Statement: After loading passengers at the near-side stop at Adams, I closed the door, checked the mirrors, noted that the light was green and proceeded into the intersection. The next thing I knew a car was screeching to a halt off to my right. I tried to brake and swerved to the left to avoid contact, but it was too late. The car had run a red light and struck the bus on the right side just in front of the right front wheel well.

Answer: Subsequent investigation established that the car had indeed run a red light. The operator was not at fault. The current practice is to consider this accident unavoidable, however this situation is not that clear cut. The operator may have been able to avoid the accident by a more careful assessment of the situation before entering the intersection. Nonetheless, this accident was judged unpreventable.



Having a ball

Division 8 operator Gene Ward has been involved in a number of charitable functions over the years. A 15-year veteran with the District, Gene has donated his free time to the March of Dimes, various senior citizen and children's groups and once even helped find homes for 45 abandoned animals. But, for obvious reasons, he looks forward each year to his participation in the annual Artist and Models Masquerade Ball, a yearly fundraiser with all proceeds donated to charity. Gene, he's the one on the left, is serving as promotional director for this fourth edition of the Halloween festival. The model he is giving tickets to is Carolyn Troy, who is serving as queen for this year's ball, to be held on Saturday, October 31, inside a huge hangar at Van Nuys Airport. A Raquel Welch look-alike, Carolyn will probably not have any trouble selling her tickets. The annual charity event is noted for the creativity and flamboyance of the costumes worn by those in attendance.



Blue Jays go fishing and find some Sharks

Once again, the Blue Jay of happiness has nested at Division 18 in Carson.

Refusing to stay down for the count, even when they were on the ropes in the final inning of the RTD Fast-pitch Softball League finals, Division 18's Blue Jays came out slugging in their final at-bat to score an impressive 8-7 come-from-behind victory over the Sharks of Division 6 to capture their second consecutive league championship.

"That's the way we've played all season," said Blue Jays team manager Alexander Mays. "The guys just seem to put a little something extra into the game, to get more serious when we get behind."

The Blue Jays, who finished second in regular season play with a 9-3 won-loss record, had to put a lot into the game to work their championship comeback.

The Division 6 Sharks had battled their way to the finals via the consolation bracket after being handed a first round loss in the double elimination tournament by the Blue Jays. A victory by the Sharks looked like a sure thing and that would have forced a final playoff game to determine the league titlist.

As the Blue Jays came to bat for the last time, the Sharks were sitting on a comfortable 7-3 lead and, with the tough defensive effort turned in by the Division 6 team all morning, it looked like a

Division 6 victory was in the bag.

But, the Shark's pitching began to unravel and the Blue Jays began chipping away at the lead. Then with two outs, runners at second and third and the score 7-6, utility player Bruce Hearn stepped in and drove the ball to deep center to score both baserunners and wrap up the victory.

Final regular season standings found Division 3's Still Good Cruisers in first place with a 10½ - 1½ record, followed by the Blue Jays (9-3), Sharks (8-4), Royals of Division 5 (7-5), Division 7's Hollywood Stars (5½-6½), and Division 2's Reds and the Headquarter's Mainliners tied at 1-11.

Among those contributing to the

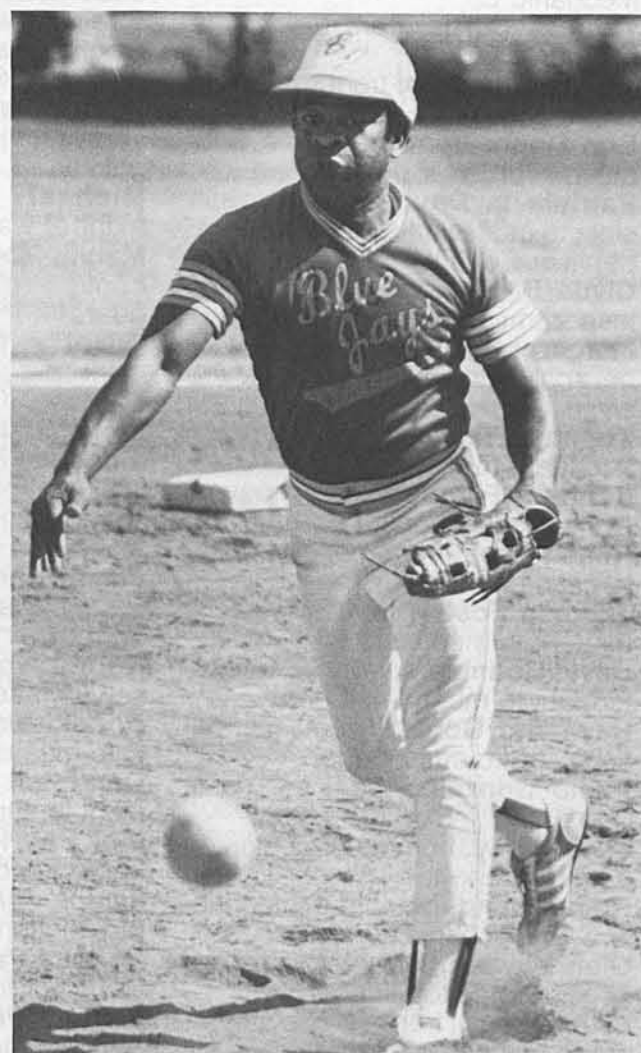
Blue Jays second consecutive league crown were Charles Armelin, James Braggs, Edroy Brewer, Dwight Duperon, Walter Bowman, Ray Charles, Grantham Charleston, Lloyd Jennings, Bill Kelso, Theodore Long, Charles Mahoney, Alexander Mays, Larry Morris, Smith Prinston, Alvin King, Bruce Hearn, Pickins Willie and Daniel Titus.

The Division 6 Sharks, who are never very far from where the playoff action is and who will undoubtedly be a force to contend with again next season, included T. Isaacs, T. Braston, H. Musgrove, N. Brooks, H. Kennybrew, R. Smith, N. Mayes, L. D. Williams, W. D. Smith, T. P. Hill, A. Mott, N. Jackson and R. Lewis.



Slugfest

If you were batting for the Division 6 Sharks in the finals of the RTD Softball League, this is the view you had of Division 18 pitcher Princeton Smith (right). Smith, who had a 7-2 won-loss record for the season, shared Most Valuable Player honors with Blue Jays teammate Ray Charles, who played short stop. Division 6 operator Harry Brame (left) played a soleful rendition of "When the Saints come marchin' in" each time a Shark runner scored. His saxophone was busy for much of the game as the Sharks built a 7-3 lead, before being overrun in the final inning. The Blue Jays had battled their way to finals by beating the Sharks 16-15 in round one, and then nipping the Royals 14-13. Division 18 manager Alexander Mays said the entire Blue Jays club offered congratulations to Division 6 for a "good, clean, fair game."





Forty-year man

Charles Bauman, a Supervisor II at South Park Shops (center), is presented with a 40-year service award by Superintendent of South Park Shops Bob Falvey (left), who has 35 years of service himself. At right is Assistant Superintendent L.T. Lenihan, who has been with the District seven months. Charlie began his career in 1941 with Los Angeles Railway as a street car cleaner working at South Park Shops. His entire career has been spent at the Park.

SCHEDULE CHANGES

Moving Up

Manuel L. Alvarado, from service attendant to mechanic B welder.

Richard F. Andersen, from planning analyst to assistant planner.

Harold Anderson, from mechanic B to mechanic A.

Alex Arballo, from mechanic C to mechanic B.

Milagros R. Asuncion, from data technician to applications control analyst.

Shamseddin S. Azbi, from print shop clerk (temp) to print shop clerk.

Charles Barnes, from mechanic B to property maintainer A.

Bob E. Boehr, from system elec. comm. tech. to elect. maint. supervisor.

Michael A. Bewer, from planning analyst to assistant planner.

Rosemarie Cendejas, from senior supervisor of telephone information to chief of telephone operations.

Leonard Clark, from storekeeper to relief ERS.

Joseph A. Colantonio, from mechanic C to mechanic B.

Durrie Coleman, from payroll clerk to cash clerk.

Carlos Curiel, from utility A to mechanic C.

Walter Cormier, from utility A to mechanic C.

Thomas Curtis, from utility A to mechanic C.

Jose D'Agostino, from mechanic B to mechanic A.

Son Dang, from mechanic C to mechanic B.

Patricia L. Dayhaw, from cash clerk to cash clerk/extra assist. supervisor CCCO.

Clyde B. Dickerson, from traffic loader to schedule checker.

Margaret S. Dienst, from personnel analyst to senior personnel analyst.

Tommy Elisaldez, from service attendant to mechanic C.

Kenneth Ferguson, from payroll clerk to cash clerk.

Rosa Flores, from mopper waxer to cash clerk.

Theresa Foster, from service attendant to mechanic C.

David Goemaere, from service attendant to mechanic C.

Raymond Gomez, from information clerk to cash clerk.

Pablo Gonzalez, from mechanic B to equip. maint. instructor.

Vivian Gray, from records clerk to general clerk II.

Robert Handsome, from mechanic C to mechanic B.

Glen Hayden, from equip. record specialist to storekeeper.

Bruce Hearn, from service attendant to mechanic C.

Daniel Hernandez, from mechanic B spray painter to mechanic A spray painter.

Scott T. Holmes, from planning analyst to assistant planner.

Harold Hollis, from division dispatcher to assistant division transportation manager at 3203.

C.J. Holzer, from principal planner to acting Director of Bus Planning.

Kenneth Irvin, from cash/pay ex. assist. supervisor to payroll clerk/ex. assist. supervisor.

Franklin C. Jack, from equip. maint. I to equip. maint. supervisor II.

Willie James, from janitor to cash clerk.

Kevin L. Jeffery, from operator to special assistant.

Harold Jensen, from elec. comm. tech. to sys. elec. comm. tech.

Donald Karlson, from division dispatcher to assistant division transportation manager at 3209.

Prewitt Kinerman, from mechanic A to mechanic A leadman.

Robert Kratz, from mechanic B to mechanic A.

Cheu Kwon, from mechanic B to mechanic A.

Charlette Labon, from information clerk to cash clerk.

Rosa Lee, from supervisor control clerk to chief clerk.

Joel P. Marquez, from mechanic C to mechanic B.

Jose Marroquin, from mechanic B to mechanic A.

George Martinez, from utility A to mechanic C.

Rudy Melendez, from mechanic B spray painter to mechanic A spray painter.

Michael G. Mendoza, from mopper waxer to cash clerk.

Marvin Merriweather, from acting comm. rels. rep. I to security guard II.

Dorothy M. Miller, from cash clerk to cash clerk/ex. assist. supervisor CCCO.

John Mirabal, from mechanic C to mechanic B.

Shirley J. Mitchell, from supervisor accounts payable clerk to data technician.

Farzad Mogharabi, from senior systems analyst to supervising systems analyst.

Kenneth L. McConnell, from service attendant to mechanic C.

Ronald McElroy, from mechanic C to mechanic B.

Dominick Nieves, from payroll clerk to supervising control clerk.

Inok Pak, from stock shop clerk to equip. record spec.

Janice Parks, from acting secretary to stenographer.

Darlene Patterson, from information clerk to cash clerk.

Eugene Phillips, from mechanic B to property maintainer A.

Malcolm Pruitt, from service attendant to mechanic C.

David Rakisits, from mechanic C to mechanic B.

Julius Rakisits, from mechanic A to equip. maint. instructor.

Larry Rauch, from mechanic C to mechanic B.

Paul Reed, from traffic loader to traffic loader/extra schedule checker.

Kenneth Riccio, from service attendant to mechanic C.

Phillip Rodriguez, from mechanic B to mechanic A.

Ralph Rodriguez, from utility A to mechanic C.

Thomas Roman, from mechanic C to mechanic B.

Frank Royster, Jr., from information clerk to cash clerk.

Perfecto Salviejo, from elec. comm. tech. to sys. elec. comm. tech.

John L. Sinkovic, from equipment maintenance instructor/acting relief division manager, to equipment maintenance supervisor II/relief division maintenance manager.

David Stanberry, from mechanic C to mechanic B.

Sharon S. Sterling, from ticket office and reports clerk to passenger agent.

David Swales, from mechanic C to mechanic B.

Wayne Taylor, from rel. division maint. manager to equip. maint. supervisor II.

Henry Thomas, from mechanic C to mechanic B.

Shirley Thomas, from information clerk to ticket clerk.

David J. Vaillancourt, from division dispatcher to assistant division transportation manager at 3208.

Robles Villegas, from mechanic C to mechanic B.

Pablo Villicana, from storekeeper to assist. stores supervisor.

Grant White, from laborer A to road janitor.

William White, from mechanic A to equip. maint. supv. I.

Vernice Wilson, from stock shop clerk to cash clerk.

Shifting Gears

William Boyett, maintenance manager at Division 1, has retired after 37 years of service.

Donald E. Hewitt, bus operator at Division 8, has retired after 14 years with the District.

James L. Miller, a mechanic A at South Park Shops, has retired after 37 years of service.

In Memoriam

Ellery N. Denton, a former operator at Division 7, passed away August 2. Operator Denton joined the company in December, 1925, and retired after 37 years of service in February, 1962.

John B. Ickes, a former operator at Division 18, passed away June 20. Mr. Ickes joined the company in September, 1927, and retired after 41 years of service in November, 1968.

Burley C. Idleman, a former operator at Division 8, passed away August 26. Operator Idleman joined the company in May, 1929, and retired after 37 years of service in November, 1966.

Robert F. Lozano, an operator at Division 5, passed away August 21. Mr. Lozano joined the District in December, 1980.

James F. Riley, a former trafficman at location 21, passed away July 30. Mr. Riley joined the company in April, 1936, and retired after 37 years of service in January, 1973.

Thomas R. Sparkman, a former operator at Division 6, passed away July 22. Mr. Sparkman joined the company in September, 1942, and retired after 18 years of service in June, 1960.

Ronald J. Weidman, a former operator at Division 15, passed away July 5. Mr. Weidman joined the company in July, 1958 and retired after 23 years of service in April, 1981.



Retiree recognition

Director Jay Price (left) and General Manager John Dyer (right) bid farewell to longtime employees Lena Rodrigues and William Boyett. Lena, who worked in the District's Data Processing Department, had been with the company 26 years. Boyett, the Maintenance Manager at Division 1, was retiring after 37 years of service. Also retiring, but unable to attend the ceremony because she was in Hawaii soaking up the sunshine and learning the Hula, was 22-year employee Frances Bateman.

District honors trio

The purpose of the Employees of the Month program is to recognize personnel who are an attribute to the District. The best management in the world would be virtually worthless without the hard work and dedication of the rank-and-file employee.

The Board of Directors last month again honored three employees for the outstanding performance of their duties. They were information operator Juanita Cook, Division 2 mechanic Tedd Brewin and Division 12 operator John Donald Hanson.

Juanita's hobbies include music and, as she puts it, taking care of people. The latter is something she has done exceptionally well during the seven years she has been a telephone information operator. Her excellence in the field has been acknowledged once before when she earned her first Employee of the Month recognition back in April, 1977.

Juanita's knowledge of District schedules, fares and routes makes her a definite asset to her department. But, beyond that, her

attitude toward her job makes her very pleasant to be around.

"I love my work and I especially value the friendships I have made at RTD," she says.

Tedd started with the District just over 18 months ago as a mechanic-B. His new-hire rating was based on his vast and diversified knowledge of vehicle maintenance. He has studied mechanical engineering at Northeastern University of Boston and MIT, working towards a Master's degree. He has more than 15 years of experience as a mechanic and service manager.

Division 2 has taken full advantage of Tedd's innovative nature. He devised a system of using a simple label attached to the transfer box and visible from inside or outside the bus which tells anyone at a glance when the bus was last inspected, who did the work and what was done. This saved considerable time previously spent researching records. The system has been suggested for system-wide application.



CONGRATULATIONS — Director Gordana Swanson (left) and General Manager John Dyer presented outstanding employee awards to Tedd Brewin, John Donald Hanson, and Juanita Cook. Looking on are Ken Miller, J.J. McCullough and Bob Williams.

In his spare time, Tedd and his wife do volunteer work at a local hospital, working with deaf mutes.

Division 12 operator John Hanson is the type of quiet individual whose presence is rarely noticed in the trainroom of the Long Beach facility. But, at one time, John owned his own bus company (see related article in this issue).

John has spent 27 of his 57 years transporting people around the San Pedro area, where he lives. He and his wife Bobbie enjoy sailing and John likes to relax by working with stained glass. John says he likes to work with people and gets a lot of satisfaction from rendering good service to the public.

COMMENDATIONS

Line Instructors Edward Hill and Tom Jasmin: I am a bus operator and was recently involved in an accident wherein a car broad-sided the bus I was driving. I was in shock when Jasmin and Hill came running from two blocks away to give me a hand. The bus I was driving didn't have a phone so Hill ran across the street to let the Dispatch Center know what had happened. Jasmin directed traffic on the contra-flow lane along Spring Street until the LAPD arrived. Meanwhile, I transferred the passengers onto another Line 495 bus. Jasmin and Hill demonstrated authority and professionalism and they weren't on company time. I tip my hat to them and am proud to work with people like them.

(signed) Manuel R. Hernandez

Isiah McClain, Division 3: The Pasadena bus which I usually take at LaBrea and Hollywood boulevards stopped at the corner where I was seated. The bus driver saw me and asked if I intended getting aboard. I told him I wasn't sure as the bus wasn't too close to the curb. He said "I'll help you," and lowered the bus. Then he stepped down and helped me get aboard. I am over 90 years of age and Mr. McClain was so helpful and kind that I wanted to write and let you know.

S.A. McMahon, Division 7: He came to my assistance when I was struck by a car at the intersection of 12th and Hill streets. Before leaving he gave me the license number of the car involved. At the time, the driver of that car did not stop, but he returned to the scene later and identified himself. Will you please convey my deepest gratitude to your operator.

Rita Dressendorfer, Line 55: She is one of the most charming, gracious and poised young women I have come across on an RTD bus. She is always pleasant natured, always with a smile and she does a very professional job

of driving the bus. She hasn't been driving as long as some of your drivers, but she does a far better job than most. It is always a pleasure to ride with her and it is noticeable when she is not on the job.

Anthony Jones, Line 423: Being extremely weary, I fell asleep and inadvertently rode to the end of the line, missing my stop. Your very considerate driver awakened me gently and asked my destination. He explained that he would be making his return route soon, and if I simply stayed on the bus he would take me back to my transfer point. He did just that with the utmost courtesy and consideration for an old lady. He refused a return fare (I hope that will not bring the "powers that be" down on him), as well as my offer of a small currency token of appreciation. Nevertheless, I am eager to express my gratitude.

Kenneth R. Ochoa, Line 401: I

ride this line frequently going from work to home and the driver who picks me up is always very cheerful. I notice he never fails to greet me and other passengers with a hello or a hi, how are you. His pleasant personality is most welcome, especially after a long hard day at work. Some time ago there was an irate woman on the bus who began to curse at the driver. He did not curse back at her, but rather asked her what the problem was. Apparently she had missed her stop. As she left, still cursing him, he remained calm. My bus ride is not a very long one, but it is very enjoyable.

Dallas Evans, Division 1: I don't usually travel by bus, but in the last two weeks I've had occasion to ride several. I must say I've been pleasantly surprised. I'd heard all sorts of unfavorable comments about the rudeness and lack of consideration of bus drivers, but my experience has been otherwise. This morning, particularly, I boarded a bus for church and was greeted with a cherry good morning! Have a nice day was the equally pleasant goodbye as passengers left the bus. I just feel such courtesy

needs to be commended.

Ernest Rodgers, Line 44: At no time have I ever known him to be discourteous, unhelpful or impatient. His driving skill is such that he anticipates the moves of other vehicles on the road, thereby keeping the bus moving and — surprisingly — on schedule. Lately I have been forced to use the RTD and abhor dealing with most of the bus drivers I come in contact with. The only aspect which makes it endurable is knowing that on the evening return trip I will be fortunate to have Rodgers driving me. I am highly critical of a driver's driving ability, his ability to handle the public and his ability to handle himself during an emergency or a crisis. I have no criticism of Rodgers.

George W. Pepper, Line 829: It use to be pure terror riding this line, but since this driver has taken over it has been a blessing. He makes the children behave and even takes the batteries out of their radios so they can't play them. He has a lot of respect on the line now, and it is such a pleasant ride. I want to compliment you on such a fine employee.

Julio C. Fontoura, Line 813: You have a bus driver who is a gem. I have ridden with him twice to Marineland. He guides people to correct connections. He is courteous when asked information in all manners of bus lines connections and he is very knowledgeable. Seldom have I encountered such a driver and I use the system everyday.

John Foster, Line 83: I had your Tourist Pass and was going on many buses. I was often astonished about the politeness of your drivers, but I especially remember Mr. Foster. In a friendly way and with different words he said hello and goodbye to the passengers, to everyone who passed through his door. With a clear voice and good humor he announced the stops. When someone asked him for information, and there were plenty, he kindly answered, always saying Sir or Madam. You can be proud of your staff (compared to my country) and especially of Mr. Foster. (The author is from Germany).



Lookin' good!

The tow truck is the work horse of each division, responding to accidents and other road hazards which arise during the course of a normal workday. Tow truck number 256 was in a sad looking state until a group at Division 5 got together and gave her a facelift so she wouldn't show her mileage. The group, which includes Eddie Caldwell, James Manuel, Eddie Fentroy, Eddie Williams, Louis Collins, Tom Lucas and Fletcher Earles, has old 256 lookin' like she just rolled off the assembly line.

Now & then

Gone are the streetcars, gone is the Herald-Express, gone is just about everything in this view of the old Division 20-4 at Pico and Georgia taken around 1959. The streetcars are the President's Conference Coaches (PCC) and they were operated by the Los Angeles Metropolitan Transit Authority (MTA). Established in 1958, MTA provided public transit in Los Angeles until the creation of the Southern California Rapid Transit District in 1964. The old photo is of Division 20-4's North Yard, taken looking east. Today, (inset) if you look east from Pico and Georgia, the view is obstructed by the Los Angeles Convention Center.



Protect your kids from Halloween's horrors

Don't look now, but Halloween is almost upon us once again. Saturday, October 31, will see youngsters all over the nation dressing as ghosts and goblins for a night of tricks and treats, hauntings and horror.

Unfortunately, some of the horror can be all too real.

Each year at this time, many children suffer from auto accidents, fire injuries, falls, cuts and bruises, poisoned "treats" and other unnecessary miseries.

RTD Director of Safety Joe Reyes offers the following suggestions for parents to consider before their children become the victims of an avoidable accident.

Treacherous treats . . .

As hard as it may be for normal human beings to comprehend,

there are those in the world who take a perverse pleasure in harming others. Each Halloween season unveils a new list of atrocities perpetrated by supposed adults against unsuspecting children. There have been razor blades in apples, tacks in popcorn balls, needles or pins in candy and poisoned sweets.

Parents should insist that all treats be brought home for inspection before anything is eaten. Fruit should be washed and cut into small pieces to be sure nothing has been placed inside. Unpackaged items, or items with opened or torn wrappers should be discarded.

Dangerous dress . . .

Distracted by how cute their kids look dressed up like pirates

or princesses, parents often overlook the safety of those costumes. Loose costumes, dark hard-to-see outfits, bulky trick-or-treat bags, unsafe shoes, sharp or pointed toy weapons, or masks which reduce the child's ability to see clearly all present hazards which easily can be avoided.

Frightful flames . . .

Let common sense be your guide here. Open flames from Jack-O-Lanterns and candles just

don't mix with billowing costumes or long, flowing false hair wigs.

Risky roadways . . .

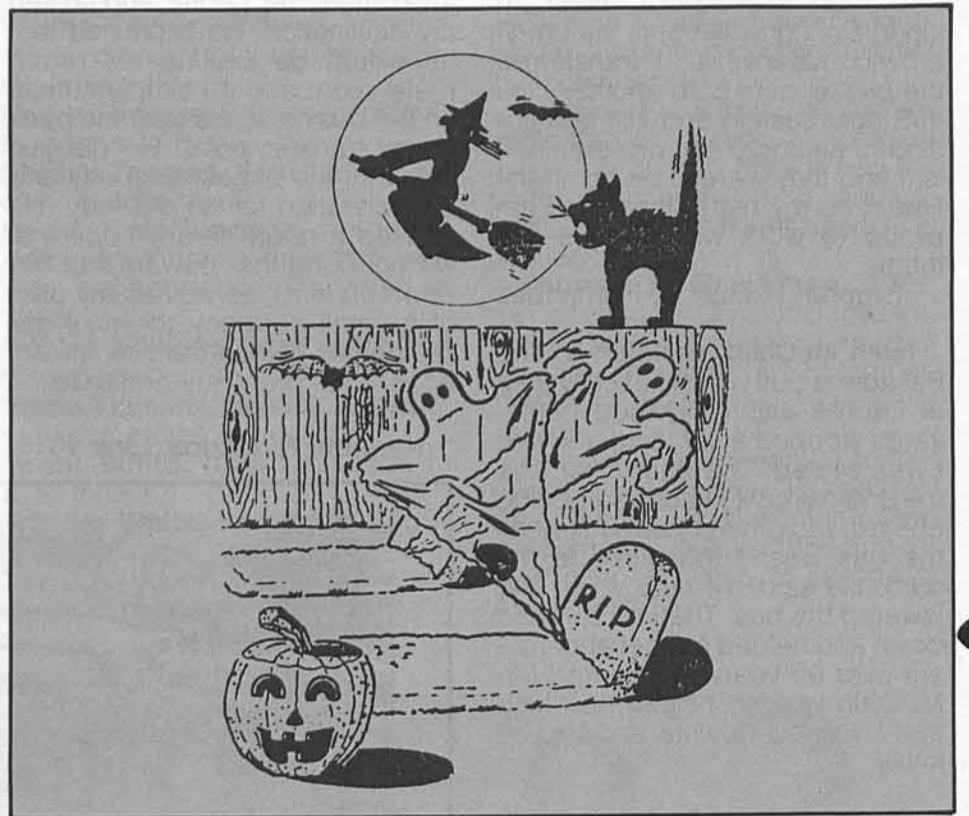
Children become careless when they are excited and having fun, and many will run into the street without looking. This problem is complicated by the fact that dusk — when most children will be out and about — is the time of poorest visibility for drivers. Parents should review walking and street crossing safety tips with their children.

Moving?

When you move, there are certain things you should do. Notify the newspaper boy. Tell the milkman. And, don't forget the cat. But, the most important thing you should do is notify the District Personnel Department!

After all, the cat would probably follow you, you can get a newspaper anywhere and milk is as close as the nearest store. But, you won't get the Headway, or any other company communicatons, unless you have your proper address on file at work.

To make sure you keep receiving Headway after you've moved, go to your department head, office supervisor or division steno and ask them to file a form 38 - 78 Payroll Change/Authorization for you.



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.

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