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Southern California Rapid Transit District



HEADWAY

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September 1981

Baez captures Roadeo crown — at last!

Carlos Baez is the best of the RTD's more than 5,000 bus operators.

No boast, fact. Baez established that fact on Saturday, August 1, in the parking lot of Santa Anita racetrack by emerging atop a field of 20 competitors in the finals of the Sixth Annual RTD Bus Roadeo, a yearly test of an operator's skill, ability and knowledge.

For his winning effort, the Division 9 employee claims the \$500 first prize plus a trip to Chicago, Illinois, where he will represent the district in the American Public Transit Association's National Bus Roadeo. Slated for October 9 as part of APTA's National Convention, the event will pit Baez against some 60 of the top bus operators from transit properties throughout North America in a quest for the \$1,000 first prize.

The 30-year-old Baez, who has been with the District since March, 1974, had struggled through five previous roadeos, always the bridesmaid but never the bride,

before capturing the top spot this year.

A native of Mexico who now makes a home for his wife and two sons in West Covina, Baez finished fourth in the District's very first Roadeo back in 1976. He was second in 1977, wound up out of the money in 1978, came back for a fourth place finish in 1979, was back in second place last year and captured first this year by scoring 639 out of a possible 700 points.

For regular Roadeo watchers, this year's finish had a very familiar sound about it. Once again, the top finishers were the same men who have finished on top the last five years.

Placing second with 624 points to claim the \$250 prize money was Division 1's John Downes, who was the Roadeo champ in 1978 and 1979 and came in third last year. Collecting the \$100 third place prize was Division 12's Howard Brenchley with 615 points. The first place finisher last year as well as in 1977, Howard

finished second in 1978 and 1979.

The remaining 17 finalists receive \$50 plus a trophy. The prizes were awarded at the Annual Roadeo Banquet, held this year at Taix' Restaurant on August 21.

The winner and runners-up deserve all the recognition and honor they receive, contends Pat Coble, senior staff assistant in the Transportation Department and the coordinator of this year's Roadeo.

Only 100 of the District's more than 5,000 operators passed the eligibility requirements to qualify for the preliminaries, which were held July 11 and 12 over the same course at Santa Anita.

To be eligible for the competition an operator must have been working fulltime for the District for at least one year prior to the Roadeo. The operator must pass a written safety examination, must have had no more than four instances of illness from June 1, 1980 to June 1, 1981, fewer than 30 cumulated sick days in the same period, no avoidable accidents, or suspensions in that time,

no more than four missouts and no more than 10 demerits, Coble explains.

"This year, also, we changed the manner in which the 20 finalists are selected," Coble says. "Previously, the top scorer from each division plus the top 10 scorers overall advanced from the prelims to the finals. This year we took the top 20 scores, no matter what divisions they were from."

The result was that some divisions had several representatives. Division 1 led the way with six competitors making the finals, followed by divisions 9 and 12 each sending three. There were two finalists from divisions 8 and 15, with divisions 3, 6, 7 and 18 rounding out the field.

As for the Roadeo course itself, each contestant is faced with eleven obstacles simulating road conditions and designed to test the operator's skill behind the wheel, his observance of safety regulations, his knowledge of the equipment he drives and to measure his degree of professionalism.

Each contestant begins with 700 points, with points subtracted for mistakes made while maneuvering through the course. Also, there is a seven minute time limit and one point is lost for each second over the time limit.

Reflecting back on his victory, Baez said he thought the toughest obstacle was the rear duals clearance problem, which consists of a double row of tennis balls spaced just six inches wider than the rear dual tires. The operator must drive through the problem so the right rear tires pass down the row without disturbing the balls.

"I was so excited when I got by that one without hitting any of the balls that I relaxed my concentration a bit and hit two cones on the left turn problem," says Baez, who completed the course in under six minutes.

As to why he was able to finish ahead of Downes and Brenchley this year, Baez claims it was just a matter of luck. "The three of us always seem to be just a few points apart every year," he says.

While he was a reluctant competitor in the first Roadeo — "My division manager forced me to enter because I had qualified," he recalls — Baez says he now considers the Roadeo exciting and challenging.

"It's an incentive to keep your record clean," he says.



KING OF THE ROADEO — Carlos Baez is heading for the National Bus Roadeo finals in Chicago.

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TRIPPERS

New arrivals . . .

Several RTD employees have added new dependents to their employee benefits coverage recently.

Carol Silver, a temporary assistant schedule maker in the Service Analysis Section, and her husband, Neil, are the proud parents of a baby girl born August 9 at 11:27 p.m. Named Stephanie Lynn, the new arrival weighed in at 7½ pounds and was 21 inches long.

Instructor of Vehicle Operations at Division 9 in El Monte, Frank Cecere and his wife, Mary Ann, have announced the birth of their second child, Andrea Dawn, born March 6. Weighing 9 pounds, 6 ounces and 20½ inches long, the new little girl joins her 2-year-old sister, Gina.

Keeping the string of new little girls going were Alan and Beverly Nishimura, whose first child arrived July 30. Jennifer Ann tipped the scales at 7 pounds, 15 ounces and was 20 inches long. Alan is the Manager, Administrative Section, for the Metro Rail Project.

Award winner . . .

Anyone who has seen it knows that the "Major breakthrough for better service" ad used to announce the June 21 Service Changes was an excellent piece of artwork. The colorful poster and billboard featured the front of an RTS-II breaking through paper. Now, the Society of Illustrators of Los Angeles has confirmed what we already knew. The "Breakthrough" billboard received an Illustrator's Award at "Illustration West", the annual juried exhibition of art work done for public media west of the Mississippi.

Also receiving an award was the District's interior car card promoting the Tourist Pass. Both pieces of art were the work of the same illustrator, Larry Noble of Venice.

Handle it, handle it . . .

The District has contracted with a new Workmen's Compensation claims administrator. As of July 1, all claims filed will be handled by Fleming and Associates. Claims filed prior to that date will continue to be handled by Bierly and Associates, the previous administrator. When the contract came up for renewal, a Request for Proposals was sent out with several firms responding. An RTD committee evaluated each and determined that Fleming could better administer the claims of the employees, was better at recovering funds from the state and had a better computer system for compiling data. Remember, if you are injured on the job, you should report it immediately.

Call me . . .

RTD telephone information operators handle an estimated 10,000 calls each weekday and 6,000 calls during the weekend from people requesting route information, according to Bob Williams, manager of customer relations. However, as of August 2, the 24-hour a day, seven days a week service has been pared due to increasing operating costs. The new hours will be 6 a.m. to midnight Monday through Friday, and 6 a.m. to 6 p.m. weekends with no holiday service.



OFF THE BOAT — Manager of Operations Sam Black (far right) watches 38,000 pounds of bus descend to the dock.

District double-deckers delivered

A huge crane gingerly lowers one of the District's new double-decker buses to the pier in Long Beach, marking the first phase of a delivery program that should see 20 of the unique vehicles in service by the fall.

The high-capacity buses, which cost approximately \$225,000 each, are manufactured by Neoplan of West Germany, the same firm which produced the two double-deckers already in revenue service.

As wide (8½ feet) and long (40 feet) as a standard bus, the 38,000 pound double-deckers seat 90 per cent more passengers than new standard buses. The 14-foot high vehicles are designed to accommodate 82 riders, 28 on the lower level and 54 on top. (By comparison, the RTS-II-04

built by General Motors seats 43, weighs 27,000 pounds and is 9.8 feet high).

According to Manager of Operations Sam Black, the District is hopeful that the balance of the double-deck bus procurement will be ready for revenue service by October. Part of the problem with delivery is that the contract stipulates that the buses must be shipped below decks (to protect them from the elements) and must be shipped aboard U.S. flag vessels.

"I would like to single out our Equipment Engineering Department and our Consultant Inspector George Wells, who have made it possible for the District to go through a very difficult procurement process, in addition to developing an Americanized configura-

tion of a foreign product that I am convinced will be a model for future high capacity buses in the United States," said Black.

Wells, by the way, is the former General Superintendent of Equipment and Maintenance for the District.

From the dock in Long Beach, the vehicles will go to a Neoplan facility in Sun Valley where they will be tuned up and adjusted in addition to having final elements added.

While manufactured in West Germany, the buses have several American components, including a Cummins VT903 Diesel Engine, Allison HT740 transmission and Rockwell Axles.

The double-deckers will be used primarily for express bus commuter service along the El Monte Busway.



Join
the club

If this is September, then Christmas must be just around the corner. Like everyone else, you are probably wondering where you'll find the money for this year's presents. Well, if you had joined a Christmas Club last year at this time, you'd know the answer. This month, the Transit District Federal Employee's Credit Union will open sign-ups for its 1982 Christmas Club, the first time the credit union has offered such a program. Using a painless payroll deduction plan, District employees can save up to \$20 each payday. Then, in November of next year, you will automatically receive a check from the credit union for your savings plus interest for the year. So, go see clerk Hyla Howard, who has already signed up Santa, at the credit union office at 5th and Spring. The first 20 to join will receive a free gift.

Phase IV implementation set for September 13

For the second time this year, the RTD will implement a set of major bus routing and scheduling improvements, involving 26 of the District's more than 200 lines scattered throughout the service area.

Scheduled to be implemented September 13, the service changes represent the fourth installment in the massive 1980s Sector Improvement Program, the most extensive revision of bus services in Los Angeles transit history.

Originally intended to be implemented as one massive service change, the 1980s SIP ran into financial difficulties and, rather than being scrapped, was broken down by District planners into a series of affordable phases.

According to Senior Planner Steve Parry, Phase IV is essentially a no-cost revamping of service.

"This set of service improvements is being done within the existing framework of expenses," Parry explains. "Basically we are simply redeploying existing resources more effectively."

Parry estimates that the September 13 Service Changes will effect an estimated 225,000 daily boardings along the Wilshire Cor-

ridor and Harbor Freeway, into the San Fernando Valley and Glendale areas, out into the San Gabriel Valley and down into Orange County. In addition, an expansion of the new line numbering system will accompany the service changes.

"As part of this program, we will augment the grid system of through bus service on major east-west and north-south streets which was launched in the San Fernando Valley back in 1975," says Parry. "The grid system, for the uninitiated, reduces transfers for passengers who wish to make through trips on a single street and makes it possible to get almost anywhere in the grid with only one transfer."

According to C.J. Holzer, acting director of surface planning, a major element of the September 13 changes will revolve around Wilshire Boulevard's Line 83, the busiest line in the RTD system, which will be broken up into five new lines with new service added to Century City.

The heavily patronized and historic Line 83 will be renumbered into three local lines and two limited-stop bus lines, Holzer ex-

plains.

New Line 20 (Wilshire Boulevard-Santa Monica) will provide 24-hour service along the entire route from downtown Los Angeles to Santa Monica. New Line 21 (Wilshire Boulevard-UCLA) will replace Line 83 service between downtown and the Westwood campus. New Line 22 replaces Line 83B service between downtown and Santa Monica and will be rerouted to provide new service to Century City via Beverly Glen Boulevard and Santa Monica Boulevard.

New Line 308 (Wilshire-Santa Monica Limited) will offer limited stop service on Wilshire Boulevard between Figueroa Street and Beverly Glen Boulevard while continuing to stop at all other stops between Santa Monica and downtown. New Line 309 (Wilshire-Century City-Brentwood Limited) replaces Line 83B rush-hour service between downtown and Century City-Brentwood to Santa Monica via Beverly Glen and San Vicente boulevards. Line 309 buses will make limited stops between Figueroa Street and Santa Monica Boulevard in Beverly Hills.

Two new limited lines will serve the San Fernando Valley, in addition to one new line in Venice. In Orange County, four routes will be extended from the Brea Mall to Cal-State Fullerton and the Anaheim Hills, and from the Fullerton Park/Ride lot to the Santa Ana Civic Center.

Also, four existing lines on the Harbor Freeway will be rerouted for better service to the University of Southern California.

In all, a total of 47 lines will have either a schedule or route change as part of Phase IV.

RTD's new line numbering system, which was initiated in June of this year and is designed to tell the riding public at a glance what type of bus service is provided on a specific line, will be expanded as part of the September 13 changes.

Under the new system, eventually all bus service in and out of downtown Los Angeles will be numbered 1 through 99. Lines 100 through 199 will denote local service along east-west routes. Lines 200 through 299 will indicate local service along north-south routes.

When the new numbering system is fully in place, lines 300 through 399 will designate bus service with limited stops. Lines 400 through 499 will be for express bus service into and from downtown Los Angeles, while Lines 500 through 599 will represent express bus service in all other areas. Line numbers 600 through 699 will be reserved for special District services to sporting and recreational events and facilities.

And, for those of you who were wondering, there is more in store. The total 1980s SIP is not yet fully implemented. Parry reports that the Planning Department is presently finalizing Phase V, which is set to take effect sometime in the first half of next year.

RTS-IIs enter into accessible service

In conjunction with the September 13 Service Changes, the District will be expanding its accessible service for persons in wheelchairs to 32 lines systemwide. The 11 additional lines are noteworthy in that they mark the first use of the rear-door wheelchair lifts on the District's new RTS-II-04 buses.

Introduction of the General Motors Corporation buses into accessible service is the first step in a four-phase deployment plan scheduled to be implemented at three-month intervals, according to Operations Analyst Nancy Leon.

"This phasing-in of the rear-door lift-equipped buses will allow us to gain experience and adjust staffing levels as necessary," says Leon, adding that it will also be possible to adjust the service if state or federal regulations are modified or revised.

(While the Department of Transportation's Section 504 regulations, which prohibit discrimination against handicapped individuals in federally assisted programs, have been successfully challenged in court, the District is still bound by similar state regulations. In addition, the Board of Directors in 1974 officially adopted a

policy of striving for full-system accessibility for the handicapped).

District officials estimate that, by the time all four phases have been implemented, the annual cost for mechanics and parts to keep accessible service in operation will be as much as \$5½ million. Despite requiring such service, DOT has provided no additional operating subsidies to cover such costs.

As a result, it is possible that a reduction in the level of regular service or a limit on service expansions will be necessary.

In addition to the cost, several stumbling blocks stand in the way of the District's goal of systemwide accessibility, explains Leon.

The most time consuming task is the surveying of bus stop zones. Use of the rear door lift in the RTS-II requires a longer bus stop zone than presently used in order for the operator to pull to a stop and position and rear doors within 12 inches of the curb for safe wheelchair access to the bus.

The District's Stops and Zones Department has been surveying thousands of bus stops and working with the City of Los Angeles to extend most stops that require it.

Other factors involved with implementing accessible service include training of operators to use the rear-door lifts, hiring and training mechanics to maintain the equipment and revising schedules to designate accessible runs.

The new wheelchair service scheduled to begin September 13 will provide accessible service for the first time to Marina del Rey, Venice, Mar Vista, Palms, Pacific Palisades, Malibu and Echo Park. Additional wheelchair service will be provided to downtown, West Los Angeles, East Los Angeles, South Central Los Angeles, Hollywood, West Hollywood, Santa Monica, Century City, Beverly Hills, Brentwood and Westwood.

In addition to wheelchair lifts, the RTS-IIs have a kneeling feature that enables the operator to lower the right front corner of the bus to allow persons who have difficulty climbing stairs to board the bus more easily.

New HQ plans hit money snag

District plans for a new, combined central maintenance and administrative headquarters facility appear to have hit on a snag. The Urban Mass Transportation Administration (UMTA), the funding arm of the Department of Transportation, has indicated it is only interested in funding the maintenance portion of the project.

The proposed \$89 million complex would be situated on a 28-acre site near Union Station. The triangular parcel is bordered by Macy and Vignes streets and the Los Angeles riverbed.

In early July, UMTA approved a \$9.8 million grant application from the District for land acquisition for the project.

However, at a meeting with District officials, UMTA Regional Director Dee Jacobs indicated his office would not approve the construction of a new headquarters building. The primary reason cited was the uncertain future and limited availability of UMTA capital funds.

Jacobs said he did not question the District's need to relocate from the present headquarters at Fourth and Main, the lease for which expires in 1985.

Hopes for a combined maintenance and headquarters facility are far from dead, however.



ROLL ON — Expanded accessible service, starting this month, features rear-door lifts on new RTS-IIs.

Top operators compete in Annual Bus Roadeo

(Continued from page 1)

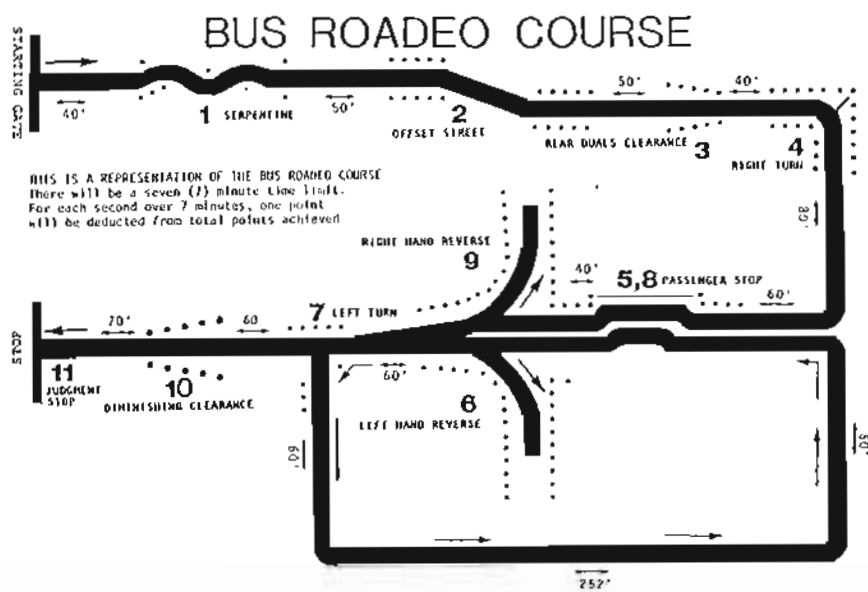
And clean his record is. He has never had a missout and in the seven years he has been with the District he has had only one avoidable accident, which consisted of breaking the right rearview mirror on a bus while pulling into a bus stop. The mirror struck a pole on the curb.

As to whether or not he will be competing in next year's competition, Baez was noncommittal. Probably a lot will depend on how he does in the nationals next month in Chicago. He will receive two weeks of special training on the Roadeo course prior to that competition.

In addition to expressing gratitude to all the District employees who assisted with planning and running the Roadeo, Coble paid a special thanks to outside judges Bill Selesky and Paul Partridge of the Los Angeles Police Department,

Jean Kolterman of the Department of Motor Vehicles, Mel Bishop and Jack C. Waldron of the Los Angeles Sheriff's Department, Dick Ervin of the Los Angeles School Board and retired engineer and longtime transit buff Rex Smith.

In order of finish the finalists were Carlos Baez of Division 9, John Downes of Division 1, Howard Brenchley of Division 12, Jeffery Mittelman of Division 15, Jose Arizmendi of Division 1, Ignacio Gonzales of Division 9, Joe Swift of Division 9, Charles Wilkerson of Division 18, Robert Apodaca of Division 1, Hector Gutierrez of Division 6, Luduvico Castro of Division 15, Frank Pachl of Division 1, William Ruiz of Division 1, Isiah McClain of Division 3, Robin Carbajal of Division 12, John Galloway of Division 1, Gilbert Moncivais of Division 7, Ward Gilley of Division 8, Robert Buchanan of Division 8 and Joseph May of Division 12.



The sights and sounds of the Bus Roadeo have become an annual tradition at RTD and this year's event was bigger and better than ever. The sixth edition of the skill competition is chronicled here, clockwise from top of page. An operator's eye view of the course is staged with Division 9 operator Bruce Brawley at the wheel, while Chief Supervisor Rocky Stone (right) and Superintendent of Instruction Bill Packard act as judge and safety observer. Each contestant is scored by judges both inside and outside the bus. Martha Curtis fixed up a pantomime horse-bicycle which she rode around the course, collecting judge's tally sheets. The entire Transportation Department crew got into the spirit by dressing in western garb for this year's event. At left, operator Joe Swift of Division 9, puts his bus through the diminishing clearance obstacle. Contestants had to reach a speed of at least 20 miles per hour through the barrels, which left only six inches clearance for the bus. A radar gun clocked their speed. When all the score sheets were collected, Sharon Smith and Vicki Varga tallied each contestants total points. Prior to the start of final competition, the 20 contestants were broken into two groups and given a final walk-through of the entire course. Here Bill Lorrusso explains what is required and how points will be lost. Developed by the American Public Transit Association (APTA), the Bus Roadeo is a test of skill and knowledge. The course RTD champion Carlos Baez will face at the national finals next month will be identical to the one he won on at Santa Anita.



Golden arches lead Bowens to pot of gold

Nobody really ever wins those big money prizes in the million dollar giveaways that businesses are always having, right? Wrong!

Just ask Division 7 operator Herman Bowens.

The 29-year-old father of four used to be skeptical about those contests. He thought they were mostly a hoax. That was until he went to a McDonald's Restaurant on his birthday, July 17, for a quick bite to eat. Like everyone else, he was given one of those little game coupons as part of the current Ralph's Supermarket-McDonald's Fiesta Game.

Bowens had been playing the game all along so, unlike many people who simply throw the coupons away unopened, Herman opened his. The tiny coupon indicated he had just won \$50,000.

At first, Bowens recalls, he didn't believe it. He took the winning piece home to his wife, Eunice, who was instantly enthusiastic. Which is understandable. Bowens figured he would redeem the coupon for his prize the next day, but Eunice insisted they do it immediately.

They returned to the restaurant, filled out the proper forms and sent the coupon — via registered mail, of course — to the company conducting the contest.

"It took almost two weeks for them to verify that we were winners and to issue a check," says Bowens, who has been with the District nearly seven years. "It was a very tense time for us. I refused to believe it until I had the check in my hands. I still don't believe it."

Bowens says he has always felt that all they ever really gave away in those games was the free burgers and fries.

With four youngsters between the ages of one and nine, it is fairly obvious where the extra money could go. Bowens says he hopes to use it as a down payment on a home for his family.

After picking up the check, the slightly wealthier Herman Bowens decided to go back to McDonald's for old time's sake. Like everyone else he was given a little game coupon. (After all, there are still prizes to be won). Bowens opened the coupon and, lo' and behold, he had won again! This time a free Big Mac.

When you're hot, you're hot.



Herman Bowens

Transit Police trio catches (police) Olympics fever

By Sheri Goodman

Los Angeles is caught up in Olympic fever as it prepares to host the '84 Games, but three RTD Transit Police Officers have already competed in an olympics of a very special nature.

This year's California Police Olympics, sponsored by the California Police Athletic Federation, marked the 15th annual re-enactment of a prized tradition for most of the 3,600 competitors and nearly 10,000 spectators. But, for the District's fledgling Transit Police force it marked an important first.

"The games have a twofold purpose of increasing physical fitness and promoting camaraderie among California law enforcement agencies," explains RTD Transit Police Chief Jim Burgess. "Our approval to participate in the games is a recognition of our standing in the law enforcement community."

The four-day competition was held in Sacramento in late July. The RTD team consisted of Sergeant Ernie Munoz, Sergeant Richard Isaacs and Officer Dennis Young.

It was largely due to the concentrated efforts of Munoz that the 2½-year-old department was approved for competition by the rules committee of the federation.

A resident of Carson, Munoz is a former LAPD officer who joined the Transit Police Department last March, bringing his infectious en-

thusiasm for the games with him.

"Officers from all over the state are brought together in an atmosphere of friendly competition which encourages socializing and trading of law enforcement ideas," says Munoz. "The games are also a great motivation for staying in shape, besides being a lot of fun."

Munoz especially likes the widespread family involvement. His own wife and children have rooted him on in person three of the four years he has participated. "Everyone wants to watch daddy compete," he says with a smile.

Munoz' event is racquetball and he excels in both singles and doubles competitions. This year he brought home a medal for placing fifth in the seniors (age 34 to 43) doubles category. The medal will join the two bronze medals he was awarded in the 1972 Police Olympics and several trophies from civilian tournaments he has entered.

First-time Olympians but long-time friends, Richard Isaacs and Dennis Young competed in the doubles bowling. They became friends eight years ago as bus operators working out of Division 6. Isaacs joined the police division, known as special agents at that time, in July of 1975. Young followed in January of 1980.

Both are experienced bowlers. Young has played in a league al-

most every year since he was 12. A bowler for 15 years, Isaacs moved from New York to California, using his share of the winnings from his many team competitions.

Competing in the rigorous open category (age 33 and under), Isaacs and Young surprised themselves by finishing in the top ten. "Since we did that well with almost no practice, we're really looking forward to next year when we'll be ready," says Young.

But winning wasn't everything. The District team mainly wanted to establish itself within the police world.

"It was an honor to be accepted and a big step for us. We wanted to make the most of it," explains Isaacs.

Widely touted as the third largest amateur athletic event in the world behind the Olympics

and the Pan American Games, the Police Olympics have come a long way in their short 15-year history.

The first games in 1967 drew 500 competitors to San Diego to participate in about a dozen events. This year representatives from more than 200 state and federal law enforcement agencies competed in 43 events.

When the games convene next year in San Francisco, Munoz, Isaacs and Young plan to be there. They are hopeful that a lot of their fellow Transit Police Officers will be there with them.

According to Young, the Transit Police are already working with the UCLA Police Department to combine forces for the formation of a softball team to compete in next year's event.

Though participation is the name of this game, winning never hurts.



Why are these men smiling?

You'd be smiling too if you had just successfully completed more than 600 grueling hours of instruction covering most major areas of law enforcement, physical conditioning and defense tactics. These eight officers (seven of them are former RTD bus operators) are graduates of the 15-week Peace Officer Standards and Training course at the Basic Police Recruit Academy on the campus of Rio Hondo College in Whittier. Taking part in the ceremony for Class 54 at the academy were (from left) Assistant General Manager for Administration Jack Stubbs, Transit Police Officers Bruce Barron, Wayne Herrmann, Ruben Chavira, Leroy Harris, Steven Jones (the sole non-former bus operator), Paul Unger, Miguel Brambila, Joe Carreon and Transit Police Chief Jim Burgess. This group of graduates swells the Transit Police Department ranks to 49, still short of the authorized strength of 70. The new officers will work for the next few months with RTD Transit Police field training officers and then be assigned to regular details.

An interesting footnote to the Class 54 graduation is that RTD's Ruben Chavira was elected by his fellow cadets to serve as Class President. Chavira also received the Kiwanis Club Award, presented each graduation to the outstanding cadet determined by vote of all the class members. (Chavira is pictured on Page 1 with Burgess and Acting General Manager Richard Powers).



Young, Munoz and Isaacs

Picnic '81

A large pool with a wave-making machine, fishing in a lake, pony rides, card games in the shade, game booths, bingo prizes, volleyball, softball and hamburgers, hotdogs and tacos. These are just some of the enjoyments experienced by the 3,000 RTD employees and their families at the annual employee picnic August 16. There was even a raffle for a TV set, won by Arlene Pankon.





Project tests solutions to operator stress, strain

A program designed to assist operators in dealing with the stress and strain of their jobs will enter its second phase this month when the Transportation Department institutes a new test project at Division 5 in South Central Los Angeles and Division 12 in Long Beach.

The new project will be used to test a variety of methods for improving operator's working conditions and their feelings toward their jobs by helping to create a less stress-producing environment, explains Martha Curtis, an operations analyst in the Transportation Department who is directing implementation of the project at the test divisions.

"This program is the second step in the implementation of recommendations made by a consultant after a study of operators' attitudes and the effect of job stress on an operator's performance," says Curtis.

As Curtis recalls, the first step in implementing the consultant's recommendations was taken in April of this year when a two-day course for District operators was begun. The object of the course was to train operators in handling the stress encountered in the field, whether it was from trying to maintain schedules, dealing with passengers or fighting traffic situations.

Approximately 308 operators have been through this part of the stress training class, says Curtis, as have some 140 division dispatchers, supervisors, instructors and division managers and their assistants. The training for part one of the project will continue at the rate of 36 operators and 20 non-contract employees every two weeks. All operators and transportation division employees will eventually be put through the program, says Curtis.

According to William Packard, the District's Superintendent of Instruction and the man who is



NO STRAIN — Instructors Ben Cooper, B.J. Harris, Jesse Diaz and Jesse Guajardo conduct pilot operator training program.

supervising both phases of the stress training class, a special pool of instructors was established to conduct this program.

Instructors B.J. Harris, Jesse Diaz, Ben Cooper, Phil Smith, Jesse Guajardo and Ike Thomas received special training in order to conduct the stress reduction class, which is a highly participatory class stressing the use of video recording equipment in order to provide a way for the participants to study themselves in role-playing situations.

As Packard explains, the first day of phase one emphasizes two ways of combating stress — using relaxation techniques to help in physical relief from the body's reaction to stress, and using the most effective methods of handling potentially stressful situations so that they produce the least amount of stress.

Basically, fighting back, directed withdrawal, compromise, doing nothing, distraction and harmonizing are six methods of response to a situation. And, they are all good responses if used in the correct situations, says Packard.

"The secret of handling situations in the least stressful way is knowing which of these responses is the most appropriate for the particular situation," he says.

The second day of the course is spent in studying the appropriate response method for a variety of situations, and in role-playing a number of typically stress-producing situations and responses so that the learned material can become a part of the operator's automatic response system.

Phase two of the program, now underway at Divisions 5 and 12, takes the training one step further.

"Major emphasis will be placed

on greater communication between division supervisory personnel and the operators, with a great deal of attention given to making certain the operator is aware that the District has a very real interest in them as RTD representatives," says Curtis.

One facet of phase two, says Curtis, will be a series of information programs, held at the divisions every other week and designed to expose operators to almost every aspect of District operations.

Representatives from the various departments, when possible even the department head, will make brief presentations about what the department does, what the implications of the department's actions are for the operator and then open things up for a question-and-answer session.

"This chance for direct contact with the spectrum of the District's many departments and functions should help improve operator awareness of the inter-relationship of RTD operations," says Curtis. "It will also furnish the answers to many questions concerning why certain actions are taken, actions which are not always fully understood without knowledge of the complicated interplay between the District's various needs."

Another part of the project will be the formation of an operator's council at each of the divisions. Ten operators, chosen by lot from those qualified, will constitute a council for three-month terms, explains Curtis.

"Ideas generated by the council will be discussed with management personnel having the authority to implement them, and, if at all possible, those ideas will be adopted on at least a trial basis," she says.

The project is planned for a two year period, after which decisions will be made as to which parts of the program can profitably be instituted systemwide, says Curtis.

Mechanic training program produces 12 more graduates

The District has a dozen new mechanics, all of them employees who took advantage of the Mechanic-C Training Program, which is designed to transform service attendants and utility workers into fully qualified mechanics.

Graduation ceremonies were held at District headquarters with RTD and union officials gathering to recognize the accomplishment of the graduates on the completion of their 38-week training program.

The ceremony marked the 12th class to complete the training since its inception in 1971.

Participants in the program must attend 22 weeks of classroom instruction under the guidance of Richard Au, equipment maintenance instructor. The students attend the twice-a-week, three-hour classes on their own time after working hours.

Following the classroom training, the group is given 16 weeks of on-the-job training at the divisions.

Members of Class 12 receiving diplomas included Walter Cormier, Carlos Curiel, Tom Curtis, Tom Elisaldez, Theresa Foster (the second female graduate of the program), David Goemaere, Bruce Hearn, George Martinez, Earl McConnell, Malcolm Pruitt, Kenneth Riccio, and Ralph

Rodriguez.

Among the officials attending the ceremony were Richard Powers, acting general manager; Jerry

Long, president of the Amalgamated Transit Union, which represents the District's 1,500 maintenance employees; John S. Wil-

kens, manager of employee relations; Jack Eich, superintendent of maintenance divisions; and Joann Bowman, director of training.



GRADUATES — Class 12 of the Mechanic C Training Program displays its diplomas.

'My corner misses me when I'm not there'

By Sheri Goodman

On a crowded street corner along Pico Boulevard west of downtown Los Angeles, Tommy Juarez makes his way among an early morning crowd of commuters waiting for RTD buses. He calls a warm hello to several he knows by name.

As buses pull up to the busy stop, Juarez, dressed in the familiar RTD bus operator's uniform he has worn for 28 years, helps people board the bus by holding the rear doors open while he checks passes and collects tickets and tokens. By facilitating loading in this way, Juarez reduces the crush at the front door, minimizes the bus' dwell time, helps the operator keep to his schedule and helps the passengers get to where they are going on time.

Within a few hours, Juarez will have assisted more than 1,000 commuters, including several blind or elderly passengers who he helps with special care. More than just passengers, many of these people have become his friends.

Until his retirement in July, Tommy Juarez was one of RTD's 13 traffic loaders. The current labor agreement between the District and the United Transportation Union, which represents more than 5,000 RTD operators, provides for the traffic loader position, making them available to operators who, for one reason or another, are no longer qualified to drive.

Actually, there is nothing new about the position.

Traffic loaders have been lending a hand to transit users ever since the late 1930s when private transit companies of that time employed them to collect fares and make change.

With the institution of the exact fare program in 1968 the loader's responsibilities shifted to accepting passes and transfers, as well as loading passengers through the rear doors on busier runs.

From December 1976 until August 1979, traffic loaders disappeared from the streets of downtown Los Angeles. RTD's Airport Express Service required their presence at Los Angeles Interna-



The gangs all here

Ready to spread the word about the District while they assist passengers and operators alike are Traffic Loaders (from left, back row) B.P. Hotikloy, G.W. Tyree (partially blocked), C.J. Russell, J.W. Range, M.A. Lacasse, F.R. Seddio, D.F. Wombis, William Bennett and Horace Speed. In front are (from left) C.B. Dickerson, W.E. Hillman, E.V. Santos and C.C. Fisher. Not pictured are N. Hutchinson and P.R. Reed.

tional Airport. When this service was taken over by private enterprise in 1979, the loaders returned to their posts.

However, they continue to get involved in new and innovative programs every now and then. The recent June 21 Service Changes is a case in point.

Believing that the best communication is still on a one-to-one basis, District officials supplemented the massive marketing and advertising campaign which accompanied the service changes by using the traffic loaders. Stationed at the busiest stops in Hollywood, Beverly Hills, Century City and downtown, the loaders personally explained the new routings and the new line numbering system directly to the riders who would be effected by

the changes.

Eleven loaders (two were on vacation) spoke to an estimated 40,000 passengers, giving each a brochure detailing the service changes along with new timetables appropriate for the specific line. Complicating their task was a record-setting heatwave.

This personal contact with the public was instrumental in bringing about a transition that was "exceptionally smooth," according to Associate Planner Russ Wilson, who worked with the loaders.

William Bennett, supervisor of passenger service and facilities, was enthusiastic about the results gained by this unique use of traffic loaders.

"Never before have the traffic loaders been utilized in this way," says Bennett. "This first time effort was a tremendous success and we have recommended that they be used in a similar capacity again, perhaps in September."

While the use of traffic loaders to distribute literature as part of the service changes information campaign may have been an innovation, there is nothing new about the good rapport loaders have with District patrons.

George W. Tyree of West Covina, a driver for 12 years before becoming a loader last July, says, "It's a terrific job. I know everyone on the corner, and all of their problems, too."

J.W. Range of Los Angeles, a traffic loader for the last five years after 18 years as an operator, prefers loading to driving because it allows him an increased opportunity "to lend a helping hand" to the riders. Range is far from modest about the role the loaders played in the June 21 Service Changes. He believes their success at informing the public helped keep complaints to a minimum and their direct contact with riders helped passengers to adjust to the changes with a minimum of confusion.

While it may look easy at first, being a traffic loader is not as simple as it seems. Knowledge of all the routes and schedules, an even temperament and sympathetic ear, and the ability to adapt to all sorts of people and situations are just a few of the qualities needed by a loader, explains Bennett.

And, the job is not without its risks.

On rare occasion passengers take out their frustrations and anxiety on these highly visible District employees. Loader Paul Taylor was recently accosted by a drunk he was trying to prevent from slipping past him onto a bus.

Along with many of the loaders, Tyree and Range would like to see the Transportation Department expand the loaders' function to cover more key locations. Both men are hopeful their impact in the service changes information campaign will help to bring about this expansion.

"This has been interesting," says Range, speaking of the brochure distribution program, "but I sure missed 7th and Hill. It's good to be back."

Like Range, most of the traffic loaders were glad to get back to their permanent locations — the bustling corners and terminals where their faces are well-known to the daily commuters.

"My corner misses me when I'm not there," Range claims with a grin. "It's a beautiful thing."

But, perhaps Tommy Juarez sums it up best. Having been a traffic loader for the last eight of his 28 years of service, he says passengers have come to rely on him and his fellow loaders for everything from route and fare information to personal advice.

Putting it plainly, he says, "I am their friend."

Old coaches sent to school

After millions of miles of service and more than 23 years on the streets of Los Angeles, some of the District's "old look" coaches are finding a new purpose in life.

The District Board of Directors has approved a plan to donate 20 General Motors Corporation model TDH-4801 coaches, first built in 1958, to vocational schools, junior colleges and other educational institutions.

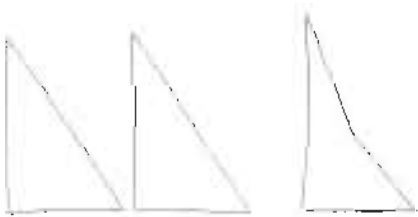
"This will allow for the hands-on training of student mechanics," explains General Superintendent of Maintenance and Equipment

Rich Davis. "The availability of skilled diesel mechanics experienced in maintaining transit vehicles is limited, and the problem is industry wide. Our recent recruiting efforts have indicated that the bulk of the people available are extremely limited in experience."

In an effort to increase the number and quality of diesel mechanics available to the District, the 20 outdated buses will be donated to nearly a dozen local educational institutions. The buses are presently in storage out in Pico Rivera. They were slated to be sold at auction.

To qualify for one of the donated buses, a school must prove they have a State of California certified Diesel Mechanics Course. Among the institutions who will be receiving the buses are the United Auto Workers Job Corps, L.A. Trade Technical College, Harbor Occupational Center, Los Angeles Mission, Golden West, Long Beach City and Rio Hondo colleges.

Laff track



"I'm afraid he's getting a bit tight."

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

COMMENDATIONS

H.R. Schnedler, Jr., Division 6: I have been a professional baseball player and scout for 50 years and all of this experience has made me a pretty good judge of talent in young men. I am writing you regarding one of your bus drivers whom I consider to be, in baseball terms, a major league prospect. He displayed a level of courtesy and conscientiousness for passengers which went above and beyond the call of duty. Along the Venice Blvd. route he employed extra charm and cordiality to all passengers making the whole experience of riding the RTD a memorable one rather than one of conventional monotony.

Henry J. Ford, Division 7: When we were involved in an automobile accident at Adams and Buckingham Road, Mr. Ford was so kind and helpful to us. Without hesitation he came to our rescue with a fire extinguisher. We would like to thank him and think the RTD should know that they have employed a most helpful and compassionate driver. We cannot thank him enough for his help.

Jerome J. Smith, Line 436: I was on Line 204 and, as it neared Hollywood Blvd, I noticed the 436 bus was already at the stop. It is not often my experience that operators wait when they see a group

of passengers coming. But, the 436 did wait the couple of minutes that it took us to cross the street and board. When boarding I remarked to the driver "What a nice bus driver." His comment to me was "tell the boss." So I am. He was indeed unusual, having consideration for passengers. He did not lose time and did not get upset that his bus was now full.

C.M. Norwood, Jr., Line 10: RTD is very unpopular these days, what with fare and transfer hikes. But that did not ruffle driver Norwood when a rider hotly protested paying what was due. He kept his cool and insisted on the correct fare. The rider cried "ridiculous" but did what was required and stamped away. From the rear a voice said accusingly, "What does RTD do with all the money? Send it to Israel to kill innocent Lebanese children?" Your driver can really take it.

J.W. Alexander, Line 9: The line is usually standing room only going through Huntington Park and it is extremely difficult to watch the rear door from the driver's seat. As passengers exit through the rear door, some of our "neighbors" try to board without paying their fares. This driver was so alert that he spotted the free-loaders and, without further ado

ejected them in a most courteous manner. I felt a commendation was in order for this alert gentleman, both from me and from you.

Marvin W. Johnson, Division 7: Since the recent change in bus routes and the ensuing confusion, I have been aware of the additional pressures on bus operators in dealing with the public. I want to commend Mr. Johnson for his patience and courtesy in handling the many questions put to him. He remained cheerful and friendly and everyone on the bus was smiling.

C.L. Barnhart, Line 488: As an RTD passenger for the past decade I have had the opportunity to observe many of your drivers, noting their driving skills, their courtesy to passengers and their reaction to stress. With these criteria in mind, I regard Mr. Barnhart as an outstanding driver. Unfailing courtesy, civility to everyone, a smile for the entire world make riding with him a daily pleasure.

B.L. Kamack, Line 88: It is a pleasure to commend this driver for extraordinary service and courtesy. As soon as he sees me with my bicycle, he waves to signal that he knows I will put the bicycle on the rack. This reduces the waiting time, as I usually have my bicycle secured before the other passengers have boarded. He is a gem and I look forward to riding with him. (Line 88 is being used for a year-long bike racks on buses test project).

Oscar Solomon, Line 206: After departing the bus, I discovered I had left a small brief-

case containing many valuables and irreplaceable items of great importance on the bus. As a result of Mr. Solomon's efforts I was able to recover the case and its contents. His alertness, honesty and courteous attitude is a tremendous asset to RTD and reflects and image of trust and goodwill.

John G. Jimenez, Division 15: I would like to take this opportunity to thank your operator who took time out of a very busy schedule to pick up my bag which fell off the back of my motorcycle while I was riding to work. He should be complimented for his honesty and for taking the time to help others.

John G. Kemp, Line 482: I found him to be polite, courteous and concerned about any regular passengers who were not waiting at the usual bus stop at the normal time. He would pause briefly at the stop to determine that the passenger was not to be seen in any direction before proceeding. In addition, he is a careful driver, who earnestly attempts to maintain his assigned schedule without placing his passengers in jeopardy.

Lewis W. Thompson, Line 428: His warm and friendly ways and his warm smile mean a lot as he shows courtesy to each of the riders. I've also noticed him wait each night at an intersection for a man who is riding another bus. The buses are so close that if he didn't wait for this gentleman, he would have to wait another half hour for the next bus. He is the kind of driver that makes it a pleasure to ride the RTD.

They serve each other

For Pat and Patti Kelly of the RTD's Purchasing Department, life with the District and with each other has been like one long honeymoon.

The couple met in 1946 while working in the purchasing section of Los Angeles Transit Lines, an RTD predecessor. One year later Pat and Patti became man and wife.

To commemorate their service to the District, not to mention to each other, the RTD recently presented the Kellys with 35-year service awards, part of a new monthly service pin presentation program begun in July by the Employee Activities Department.

As the Purchasing Department's Senior Buyer, Pat oversees the ordering of everything from stationary to bus parts. During his climb up the purchasing ladder, Pat has issued materials, stopped shipments, stocked boxes and been a specification analyst.

In her day, Patti has typed, keypunched, been a senior price clerk and supervised inventory control. Today, as the department's Materials Manager, Patti works in a division that records shipments, receiving, deliveries and inventory control. She is currently helping to convert the man-

ual Kardex system over to a computerized inventory control system.

Both Kellys agree that their careers with the District have been happy and challenging.

"As a woman, I am especially glad that the RTD has made available the advancement possibilities I have enjoyed," says Patti.

The diamond-studded Service Award pins the Kellys received were only two of hundreds presented to employees throughout the District last month.

"Previously an annual award, service pins are now being presented to employees the month following the appropriate anniversary date. The awards are given in five-year increments starting with five years of service," explains Employee Activities Coordinator Diane Delaney.

The pins are sent by the Employee Activities Department to the various division managers and department heads for presentation to employees each month, Delaney says.

"This change in the procedure for awarding service pins is intended to make the receiving of the award more meaningful," says Manager of Employee Relations John Wilkens.



RECOGNITION — Receiving Certificates of Merit from Director George Takei (left) are Sue Wilbur, John Sweet and Cleveland Jack Simington. Looking on are Bob Williams, David Lane and E.R. Hamilton.

District honors trio

The success and achievements of any service-oriented organization are largely dependent on the conscientious efforts of individual employees. Last month the Board of Directors honored three of the most conscientious, employees who Board President Thomas Neuson described as willing to make that special effort in the performance of their duties.

Receiving Certificates of Merit along with a cash emolument were Information Operator Sue Wilbur, Mechanic John Sweet and Operator Cleveland Jack Simington.

Sue Wilbur has been with this District since 1967 and in that time has come to be one of those employees who set the standards for others to follow. At present there are some 80 information operators and Sue clearly stands out. This marks the fourth time she has been recognized as an Employee of the Month.

John Sweet came to work for the District six years ago as a mechanic-B and today is a mechanic-A leadman at Division 12 in Long Beach. The reason for his promotion is not solely because of his outstanding mechanical ability, but is also an indication of his managerial talents as well. His hobbies include camping, rebuilding small foreign cars and airplane racing. Married and the father of an eight-year-old son and four-year-old daughter, John is very active in community affairs.

In April of 1955, a San Francisco shipyard worker was on vacation in Los Angeles, visiting relatives. He was on South Broadway downtown when he noticed a sign that said "Bus Drivers Wanted." He entered the office, filled out an application, and the rest is history.

Jack Simington was originally assigned to work at Division 2 in Los Angeles and he has never worked anywhere else during his 25 years with the company. He has a 23-year safety award and a personnel folder stuffed with commendation letters from managers as well as passengers.

He averages about one absence every five years and says that being named Operator of the Month was one of his goals.



TAKE THAT — Acting General Manager Richard Powers presents 35-year service pins to Pat and Patti Kelly with an assist from Director of Purchasing and Stores Maynard Walters.



Retiree recognition

Director Nick Patsouras (left) presents commemorative plaques and best wishes to a trio of recent retirees. Saying farewell to their long careers in the public transit field were Mr. and Mrs. Thomas Juarez, a Trafficman with 28 years of service; Mr. and Mrs. Clifford W. Jones, a Utility A at Division 1 with 34 years of service; and Barbara Hagen, accompanied by her daughter Carolyn. Barbara had 27 years of service at her retirement and was the Chief of Telephone Operations. At right, Barbara gets together with Gertie Vest at a retirement party in Telephone Information Department. Gertie recently retired as a Passenger Agent after 34 years of service.



SCHEDULE CHANGES

Moving Up

Elario M. Banuelos, from mechanic A to mechanic A leadman.
Willis R. Barrington, from stock shop clerk to mechanic B.
Larry Blair, from operator to opr/extra radio dispatcher.
Tedd Brewin, from mechanic B to mechanic A.
Alfredo Chan, from mechanic C to mechanic B.
Jose Chavez, from mechanic B to mechanic A.
Curtis Clark, from mechanic C to mechanic B.
Willie Collins, from mechanic B to mechanic A.
Robert H. Cook, Jr., from mechanic C to mechanic B.
Emiliano Diaz, from mechanic B to mechanic A.
Daniel P. Frawley, from operator to opr/extra instructor of VO.
Joe Garcia, from stock clerk to storekeeper.
Victor Garcia, mechanic B to mechanic A.
Roman Gonzalez, from mechanic C to mechanic B.
Rudolfo V. Goytia, from operator to mechanic C.
Michelle L. Hannibal, from typist clerk to keypunch operator.
Gerald Harper, from opr/extra supervisor of vehicle operations to operator/extra radio dispatcher.
Glen D. Hayden, from storekeeper to equip. rec. spec.
Bill Hernandez, from field representative to assist. supervisor central cash counting office.
Carlito T. Hernandez, from truck driver clerk to stock shop clerk/truck driver.
Louis Hernandez, from mechanic B to mechanic A.
Bernard Hilaman, from operator/extra schedule checker to schedule checker.
Phillip Holloway, from mechanic C to mechanic B.
Pil Lee, from mechanic C to mechanic B.
Velia Lewis, from mopper/waxer to service attendant.
Carlos M. Lozano, from mechanic B to mechanic A.
Jaime Lozano, from mechanic C to mechanic B.
Juan Martinez, from mechanic C

to mechanic B.
Rene Martinez, from mechanic B to mechanic A.
Roque Mascorro, from mechanic C to mechanic B.
Lorraine Melendez, from secretary II to acting admin. assist.
John Meyer, from mechanic B to mechanic A.
Bob Mitchell, from mechanic C to mechanic B.
Cheryl Moore, from mopper/waxer to service attendant.
Timothy S. Moore, from stock clerk to truck driver clerk.
Art R. Morrell, from mechanic B to mechanic A.
Christopher Newson, from mechanic C to mechanic B.
Guillermo Nueva, from mechanic C to mechanic B.
Janice Parks, from stenographer to acting secretary.
Romulo Paulino, from mechanic C to mechanic B.
Louis I. Pedemonte, from laborer A to property maint. B.
Hugo Ponte, from road janitor to property maint. B.
Jorge S. Ponte, from junior stock clerk to stock clerk.
Robert A. Robles, from mechanic A to mechanic A leadman.
Manuel Rojas, from mechanic C to mechanic B.
Ronald P. Rojo, from mechanic C to mechanic B.
Russell Rose, from mechanic A to mechanic A leader (temp).
Fidel Ruiz, from mechanic C to mechanic B.
Royce Russell, from printer to supervisor of printing.
Shaker Sawires, from civil engineer to senior engineer.
Hazzie Searcy, from mechanic A to mechanic A leadman.
Veena Seth, from secretary to senior secretary.
Herman Sharkey, from operator to operator/extra radio dispatcher.
Richard Sloan, from mechanic A to mechanic A leadman.
Judith K. Sorci, from application control analyst to computer programmer.
Dale K. Sutherland, from operator to mechanic C.
Masamitsu Takata, from mechanic B to mechanic A.
Billy Thomas, from mopper/waxer to junior stock clerk.

Manuel Torres, from mechanic C to mechanic B.
Wesley Tyvog, from mechanic C to mechanic B.

Shifting Gears

Louie H. Castro, an operator at Division 9, retired June 27 after 30 years of service.
Manuel De J. Diaz, an operator at Division 18, retired July 1 after 21 years of service.
William H. Hood, and operator at Division 9, retired July 11 after 35 years of service.
James F. Homar, a mechanic A at South Park Shops, retired June 18 after 34 years of service.
Thomas Juarez, a traffic loader from division 1, retired July 4 after 28 years of service.
Clifford Jones, a utility A at Division 1, retired July 3 after 33 years of service.
Joseph J. Lafond, an operator at Division 9, retired July 18 after 38 years of service.
Rudolph K. Lang, an operator at Division 15, retired July 5 after 21 years of service.
Arthur Morentine, an mechanic A at Division 8, retired April 26 after 33 years of service.
Charles W. Pedersen, an operator at Division 3, retired July 1 after 28 years of service.
Bonner F. Williams, an opera-

tor at Division 7, retired June 22 after 27 years of service.

In Memoriam

Gilberto A. Escobar, a former operator, passed away July 1. Mr. Escobar joined the District in June, 1965, and retired after 16 years of service in June, 1981.
Ernest H. Kelley, a former Patrolman with Department 3900, passed away June 27. Mr. Kelley joined the company in September, 1942, and retired after 22 years of service in April, 1964.
Jerry C. King, a Utility A with Central Maintenance at Division 4, passed away on June 27. Mr. King had joined the District in April, 1968.
Charles G. Moore, former mechanic A at South Park Shops, passed away on July 16. Mr. Moore joined the company in September, 1945, and retired after 31 years of service in December, 1976.
Arthur L. Scott, an operator at Division 7, passed away on June 19. Mr. Scott had joined the District in March of this year.
James C. Williams, former operator at Division 12, passed away on July 7. Mr. Williams joined the company in September, 1948, and retired after 27 years of service in January, 1975.



Safe quarters

Recognizing the division with the most improved transportation and maintenance safety record in the areas of traffic, passenger and industrial accidents, Director Jan Hall (second from left) presented Second Quarter Safety Awards to Division 1 Transportation Manager Jim Cenderelli (left) and Safety Coordinator John Warth. The crew at the Sixth Street and Central Avenue facility posted a 25 per cent reduction in lost time injuries and a 24 per cent reduction in accidents. Assisting in the presentation was Assistant Director of Safety Larry Schlegel.



Now & then

A huge crowd waits in a safety zone to board one of Pacific Electric's Red Cars bound for the valley in this circa 1946 photo (right). The view is of the intersection of Hollywood Boulevard and Highland Avenue, looking northwest. The big Red Car was heading for Van Nuys via the Cahuenga Pass, where the tracks ran up the center of what is today the Hollywood Freeway. The bus in the background, on Highland Avenue, belonged to the Asbury Rapid Transit system and was bound for Pasadena. As for the old Hollywood Hotel, it was torn down around 1950 and replaced by a high-rise bank building. Today, sleek new RTS-II-04 buses wend their way down the crowded boulevard and only the drugstore building remains.

RTD trip set for funseekers' desert oasis

By popular demand, the District's Employee Activities Department has scheduled another trip to that desert oasis for funseekers — Las Vegas! But, if you want to go you'll have to act fast as the trip

is slated for September 25. For \$60 per person, based on double occupancy, the trip includes roundtrip transportation via deluxe air-conditioned bus, two nights at the Sundance Hotel in

Downtown LV, fun books featuring coupons for various meals and gifts, shuttle service to the casinos on Saturday, baggage handling charges, gratuities, taxes and a chicken and champagne snack on the ride home. How lucky can you get? * * * *

Apple. Scheduled for November 25-29 at a price of \$598 per person (double occupancy), the trip includes roundtrip airfare via United Airlines, departing at 8:30 a.m. on November 25 and returning at 2:45 p.m. November 29; four nights hotel accommodations at the Milford Plaza Hotel on 45th Street; orchestra seats to a Broadway production of your choice, a full day sightseeing tour of New York City, transfers to and from the airport and hotel in New York plus all taxes, tips and baggage handling charges. A \$100 deposit is due when you make your reservations, and the balance is due by October 16. * * * *

District slates swap meet

It's time to clean out that attic, garage, storage closet or basement and turn a tidy profit at the same time. Gather up all your unwanted gimcracks, gewgaws, nicknacks and doodads and bring them to Division 1 for the first annual RTD All-employees (and retirees, too) Swap Meet.

wares. No electricity will be available.

— Sellers may charge whatever price they like (be reasonable) and keep all the proceeds.

— Sellers must remove all unsold items and equipment when the meet is over. (Arrangements are being made with the Salvation Army to pick up some unwanted, usable items).

There will be a nominal fee of \$5 per person for space rental to the swap meet, with the money raised going to defray expenses of the Employee Activities Department. Any profit will go directly into the recreation fund for the benefit of all employees.

To register for the swap meet, simply complete the attached coupon and mail it or bring it along with your \$5 to the Employee Activities Department, Location 32, 6th floor.

Registration deadline is September 25.

This is your last chance to take in the summer concert season at the Greek Theatre. Wrapping up the slate of live, outdoor entertainment that the department has purchased discount tickets for will be Kool and the Gang on Saturday, September 26. The \$15 seats are going fast for only \$14. Capping the season will be the inimitable George Benson on Friday, October 2. You can buy good \$16 seats for only \$15. Be there or be square. * * * *

What has music, races, fireworks, craft shows and acres of fun? The largest county fair in the world, that's what! It's the annual Los Angeles County Fair and you're invited. Discounted tickets priced at \$3 for adults and \$1.50 for children 6-12 entitle you to admission to the fair grounds, horse races, grandstand shows and a fireworks show. Fair dates are September 10-27 and tickets are limited so don't delay. (Hey! While you're at the fair maybe you can get some ideas for crafts to sell at the first annual RTD All-Employees Swap Meet set on October 3). * * * *

If you love New York, the Employee Activities Department has a great way to spend your Thanksgiving holiday — a trip to the Big

And, after Thanksgiving in the Big Apple, what could be better than New Years in the land of swaying palms and hula hands — Alohaland?!? You can ring out the old year and bring in the new in Hawaii, where they really know how to raise the roof when they party. The trip is set for December 26 through January 2 at a price of \$549 per person (double occupancy). The trip includes roundtrip air fare including hot meal and beverage service with complimentary champagne, eight days condominium accommodations in Waikiki Beach at the 25-story Royal Continental, flower lei greetings, airport transfers in Honolulu, Avis car rental for one full day with unlimited mileage (gas not included), continental breakfast, and a complimentary Mai Tai. A \$100 deposit is due when you make your reservations and the balance payable by October 16.

Name: _____ Badge No. _____
 Department name and No. _____
 Address (retirees only) _____

 What do you plan on selling? _____

HEADWAY

Published monthly for the employees and retirees of the Southern California Rapid Transit District.

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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