



HEADWAY

Volume 9, Number 1

January 1982

New year brings new transit legislation

Statewide standardization of laws relating to some transit crimes and the ability to "hedge" against future fluctuations in the price of diesel fuel are just two of several new laws which will directly affect RTD in 1982.

The new year brings with it several state legislative actions specifically aimed at the transit industry which became laws on January 1.

In fact, five of the new measures were directly sponsored by the District, according to Principal Administrative Analyst Janis Whirlledge, a member of the Administration Department's Government Affairs Unit. The unit monitors transit-related legislation on the state and national levels, determining how such legislation will impact the District.

(When sponsoring legislation, the District identifies an area where new legislation is needed, asks a member of the State Legislature to introduce a bill and then shepherds it through the process toward passage, providing information and testimony when needed).

District sponsored bills, which became laws on January 1, include:

— SB 887 - Transit crime. This bill created a statewide statute making it against the law in transit vehicles or stations to evade fares; misuse transfers, passes, tickets or tokens; play sound equipment; smoke, eat or drink; be boisterous or unruly; or expectorate. Previously, these types of incidents were addressed by a variety of laws not specifically applying to transit, which caused difficulty in enforcement. A sidelight to the new transit crime law, according to Whirlledge, is that a portion of the fines levied against violators by a transit property's police or security can now be turned back to that property, possibly to help defray the costs of training security

personnel, adding additional security or combating vandalism.

— AB 580 - Hedging on the cost of diesel fuel. This legislation authorizes the RTD and San Diego Transit Corp. to purchase heating oil futures on the New York Mercantile Exchange as a hedge against diesel fuel price increases. While there is no commodities market for diesel fuel, there is one for heating oil. Since both come from the same part of the barrel, the prices of heating oil and diesel fuel tend to rise and fall together. Thus, with this new law, any rise in the District's cost-per-gallon for diesel should be offset by a similar increase in the value of its heating oil futures. The bill is the first of its kind and will be automatically repealed after five years. The law is limited to RTD and San Diego Transit because such trading in heating oil futures is only practical for larger agencies.

— SB 274 - Bus engines that meet federal rather than state air emission standards. This new law allows transit agencies in California to purchase — or retrofit — bus engines acquired after 1979 to meet emission standards established by the federal Environmental Protection Agency, rather than the more stringent California standards. In addition to saving money

on future bus purchases by being able to buy the same engines supplied to other states, the District estimates it can look forward to fuel savings of more than \$1 million per year under the federal standards.

— AB 454 - Purchase expenditure level requiring bids. This bill amends the law to raise the purchase expenditure level from \$10,000 to \$25,000 before requiring the District to exercise formal bidding procedures. From time to time, Whirlledge explains, this purchase expenditure limit has been revised to reflect trends in the market place. The last revision was in 1978. In the last three years, rapid inflation of prices, combined with the simultaneous growth of the District, made this increase necessary. The result should be decreased costs and increased productivity in the purchasing cycle.

— AB 922 - Owner-controlled insurance for the Metro Rail Project. This law allows the RTD to purchase an owner-controlled insurance program for the Metro Rail Project. This should provide a comprehensive coordinated insurance program for the \$2 billion project.

Another bill, supported by the District, which became law Janu-

ary 1, is SB 215, which deals with transportation financing. By raising, among other things, driver's license fees, vehicle registration fees and increasing the gasoline tax by two cents (in 1983), SB 215 will generate an estimated \$2.6 billion statewide in the next five years. While these funds will be distributed primarily to cover state and local highway needs, transit will benefit by a new "spillover" fund of money.

Among the bills the Government Affairs unit will be paying closest attention to during the 1982 session of the State Legislature, Whirlledge said, are measures affecting the state's operating assistance to RTD and the state's contribution to fund the Metro Rail Project.

Another bill, SB 320, would provide for an income tax deduction of up to \$84 per year for those who buy transit passes. Such a deduction, it is believed, would serve as an incentive for purchasing bus passes.

Also being supported by the District this year will be AB 18, which stipulates that for specific crimes committed against anyone using public transit, the offender must serve a jail term. It also would deny probation and suspension of sentence for repeat offenders.

RTD expands accessible service

Service changes implemented December 20 received a lot of negative reaction because of the service economies required to help make up an anticipated revenue shortfall.

However, every cloud has a silver lining.

The December 20 modifications also coincided with the addition of 17 more bus routes accessible to persons in wheelchairs, bringing the District's total number of ac-

cessible lines to 49.

Introduction of the additional lines, utilizing General Motors RTS-II rear door lift-equipped buses, is the second step in a four-phase deployment plan which began last September and is scheduled for completion June of this year, according to Operations Analyst Nancy Leon. The remaining phases will follow at three-month intervals.

"When the plan is completed in

June, the District will have almost twice as many accessible buses in service as any transit agency in the country," Leon said. Final plans call for 1,370 accessible buses in service on 130 bus routes, more than half of the District's lines.

New wheelchair service is being provided in the communities of Agoura, Burbank, Calabasas, Chatsworth, Eagle Rock, El Segundo, Glendale, Granada Hills, Hermosa Beach, La Canada, Manhattan Beach, Mission Hills and Westlake Village.

Each of the accessible buses is identified by the international symbol for accessibility posted on the front or rear doors depending on where the wheelchair lift is located.

In October of 1974, RTD became the first transit operator to adopt a policy that all new transit vehicles would be lift equipped. RTD initiated its accessible service in November, 1979 using 200 AM General buses. All 230 Grumman Flexible buses as well as the 940 GMC RTS-II buses are lift equipped.

The buses are being added to accessible service as fast as operators and mechanics can be trained to operate and maintain the lifts and, in the case of the RTS-II's, bus stops can be expanded to accommodate the rear-door lifts.



District officials got together with members of the County Board of Supervisors and Los Angeles City Council for a special ceremony in front of City Hall marking the debut of 20 new double-deck buses into revenue service. The new buses, which arrived from the Neoplan plant in Stuttgart, West Germany, last summer, are being used on Lines 760 and 762, two Park 'n Ride routes serving the San Gabriel Valley via the El Monte Busway. Additional lines will be added in the near future. Measuring 14 feet high, 8½ feet wide and 40 feet long, the double-deckers seat 82 passengers. For comparison, a 1926 double-deck bus was present. The new cost-saving double-deck service in L.A. will be on a scale that hasn't been seen since double-deck bus service was discontinued in 1940.

Double
vision

TRIPPERS

Covina cuty . . .

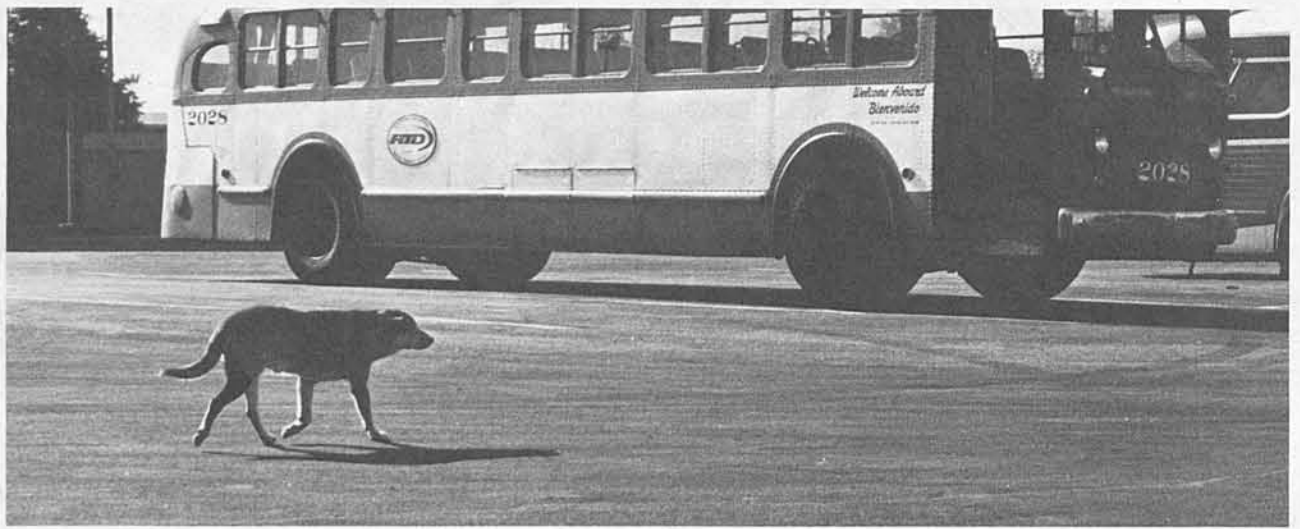
Carla De Guire, the daughter of the Schedule Department's Carl De Guire, has been selected Miss Covina and will represent the San Gabriel Valley city at all of its public functions. Miss De Guire, a student at Mt. San Antonio College, will serve in this capacity for the next year. In addition to riding in the annual Christmas parade, the titlist also gets to travel to other cities, such as San Francisco and Sacramento, on the city's behalf.



Carla De Guire

Transit pledge . . .

The boards of directors of RTD and Orange County Transit District (OCTD) have approved a resolution aimed at ensuring development of a coordinated, integrated regional rapid transit system to improve mobility of Southland residents. The impetus for the agreement is the preliminary planning now underway in both counties for possible use of old Pacific Electric Railway rights-of-way in the development of rail lines. In addition to the preliminary engineering now underway for the proposed Wilshire subway, Los Angeles County is examining use of the PE right-of-way for a rail line between downtown Los Angeles and Long Beach. Orange County has a similar project in the planing stages. Officials of both agencies said there is a possibility of connecting the two lines.



Brownie — Gone but not forgotten

Brownie, the unofficial mascot of the RTD's outlying terminal in Riverside, died in late November after being runover by a truck on the street near the former division. A member of the breed affectionately referred to as the All-American Dog, Brownie had called the District's facility his home for the last 15 of his estimated 17 years. (That's the equivalent of 119 years in human terms). Why the dog decided to

make the former Division 13 his home in not known, but Brownie was fiercely protective of the property. He is credited with foiling at least three late-night burglarly attempts. Most recently, in 1979 he actually caught a suspect attempting to steal bus batteries from the yard.

Regular bus operations from the small division, located at the junction of the Pomona and Riverside freeways, were suspended in

April, 1977, after the Riverside Transit Agency was formed. The District continues to operate interurban runs from the location, which is staffed by a small coterie of operators.

According to operator Bob Fleming, who saw to it that Brownie was fed everyday, the dog was buried near the flagpole on the property he called home. Rest in peace, Brownie.

30 qualify for innovative new program

Every Tuesday evening since late October, bus operator Donna Williams has been turning in her bus, grabbing her school books and homework, and heading for the UCLA Extension Center on Grand Avenue in downtown Los Angeles.

Donna is one of 30 RTD employees who qualified for an innovative program designed to prepare them for management positions in the Maintenance and Equipment and the Transportation departments.

It's called the Operations Management Training Certificate Program and it is being offered through the District's Employee Education Training and Development Department. The program was devised by General Superintendent of Maintenance and Equipment Rich Davis, former General Superintendent of Transportation Bill Foster and Administrator of Employee Development Department Byron Lewis.

The overall goal of the program, according to Lewis, is the development of a pool of well-qualified candidates for Division transporta-

tion and maintenance managers.

"Our purpose is to provide participants in the program with the background and practical skills required for management positions in these departments," explains Lewis. "Successful completion of the certificate program will not guarantee promotion, however, those who do receive a certificate of completion should be well qualified for promotional consideration."

The 18-month program, which began October 20 of last year, consists of six university-level classes conducted at night. The District pays for the classes and the books, but participants attend the three-hour sessions each week on their own time.

The course curriculum, which was developed through a "needs analysis" by Davis, Foster and Lewis, includes classes in managerial communications and leadership, management principles and practices, employee relations, budget and finance, office management and control, and communication skills such as writing memos and preparing reports.

The 30 participants in the program had to pass an extensive qualification and screening process which included a learning aptitude test. To be eligible for consideration applicants had to have been with the District at least one year and currently in the Operations Department career ladder to division manager.

Those who qualified for and are now taking part in the program include Alfred F. Boctor, supervisor of vehicle operations; Howard Brenchley, a bus operator at Division 12; Tedd Brewin, mechanic-A at Division 2; Jesse Castorena, extra division dispatcher; Raymond Cook, bus operator at Division 18; Frank Cuellar, bus operator at Division 12; William Dooley, division dispatcher at Division 3; William Griffin, division dispatcher; Hansel Griffith, mechanic-A at Division 1; Susan Harvey, division dispatcher at Division 7; Harold Hollis, assistant manager at various locations; Donald Jackson, bus operator at Division 6.

Other participants include: Allen Jacobs, supervisor of vehicle operations; George Karbowski, mechanic-A at Division 1; Rex Kuykendall, supervisor I at Division 18; James Lukens, relief assistant manager at Division 12; Charles Malone, line instructor at Division 7; Nancy Mower, supervisor of vehicle operations; Audrey Ortiz, radio dispatcher; Richard Ortiz, mechanic-B at Division 8; Ralph Patterson, bus operator at Division 2; Anthony Perez, bus operator at Division 9; Larry Powell, instructor of vehicle operations; Marie Pratt, division dispatcher at Division 7; Claudia Ann Sanoguet, bus operator at Division 18; John Schricker, assistant division manager at Division 9; John Tincher, assistant division manager at Division 2; Gary Varga, mechanic-C at South Park; Donna Williams, bus operator at Division 5 and Robert J. Zelden, bus operator at Division 1.



Certificate participants crack the books at Tuesday night session.

Invasion

Characters from Universal Studios Tour invade the Hollywood ticket office as part of a promotion to kick off the sale of discount tickets for the popular entertainment attraction at all 10 RTD Customer Service Centers. Playing host to the Cylon Warrior, Phantom of the Opera and Young Frankenstein were District employees (from left) Mary Lou Weaver, Jim Regaleao and Richard Presnell. Now, in addition to purchasing monthly passes, fare tickets and tokens at the centers, District patrons can purchase Universal Tour tickets at \$1 off the regular admission price. The District gets a commission for every ticket sold.



Multiplicity of passes may be thing of the past

There are a total of 124 different documents a passenger can flash at an operator in order to gain admittance to an RTD bus . . . and that's not counting money.

This multiplicity of documents can sometimes lead to confusion between operators and passengers as to the exact fare, but it can also make it difficult for the operator to identify a counterfeit, outdated or inappropriate pass, transfer, ticket or token.

The result is a loss of revenue for the District.

"As fares increase, there is a greater tendency to use unauthorized, expired or counterfeit documents," said Manager of Operations Sam Black in a report presented to the Board of Directors.

With higher fares a possibility in the future, Black said the District has begun to take measures which will not only reduce the number of styles, types and configurations of fare documents, but will also crack down on the increased use of counterfeit passes.

\$1 token may pay off the bills

Bus tokens worth \$1 are being sold to District passengers for 95 cents each in rolls of 10 in the latest attempt to eliminate dollar bills in fareboxes.

RTD established a no-dollar-bills policy for fare payment early in 1981 to eliminate the cost of sorting and counting the bills from among the more than eight tons of coins taken in each weekday. The program was fairly successful as the daily take of paper bills dropped to about 4,000 per day.

But, that was when the fare was 65 cents. When the fare was raised to 85 cents in July, the number of dollar bills began to climb. Today the District collects about \$300,000 a day in cash fare payments and as many as 60,000 one dollar bills.

District fareboxes will only accept dollar bills when they have been folded to about the size of a quarter. When the farebox vaults are emptied for counting, the folded dollar bills must be extracted, unfolded, smoothed out, stacked and counted. Coins are automatically sorted and counted by machine.

The new \$1 tokens cost the District about \$45,000, but they can be sold over and over. Plus, they should eliminate the need for about six of the 20 employees now working fulltime at sorting and counting dollar bills.

While no hard dollar figures are available as to how much money is lost due to counterfeit passes, District officials conservatively estimate the amount to be in excess of \$1 million annually. RTD sells an average of 100,000 passes each month, ranging in price from the \$34 base pass up to the \$94 five-step express pass.

A major step toward eliminating counterfeit bus passes was taken last month with the introduction of a new, monthly pass that, hopefully, will be impossible to duplicate.

The new pass is produced by Armstrong World Industries in Pennsylvania using a unique chemical process that results in the pass giving off an iridescent, rainbow effect with just a slight twist of the wrist.

While the new pass costs about \$110 per thousand, as compared to the previous pass printing price of about \$10 per thousand, District officials are confident that the increased cost will be more than offset by the resulting decrease in counterfeiting.

In addition, the Marketing Department has launched a campaign to make the pass-buying public aware that if they are not buying their RTD monthly pass from an authorized Customer Service Center or pass sales outlet, they may be buying a phony, which will be confiscated if they are caught using it.

Also, the new passes carry a warning on the reverse side cautioning against reproducing the pass and that such reproduction will be subject to criminal prosecution.

While this relatively simple solution may solve the counterfeit pass problem, reducing the numbers of fare documents may not be so easy. General Manager John Dyer has indicated that current plans call for reducing the present configurations to 10 documents.

RTD introduced a regular monthly pass back in 1969. Five years later, during the Los Angeles County-subsidized 25-cent flat fare program, a discounted senior citizens pass was introduced. About one year later discount passes were made available to the handicapped and students.

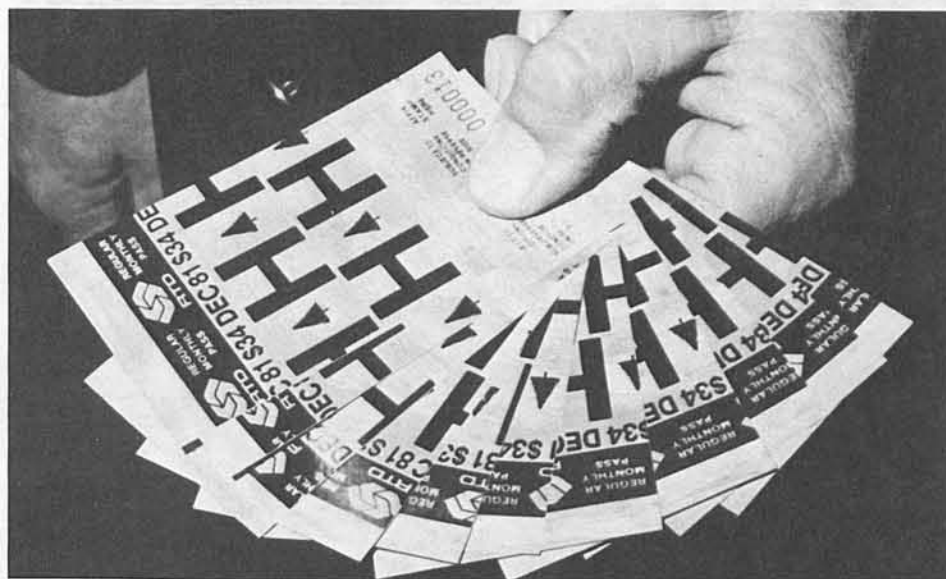
Since that time there has been a proliferation of pass types with 35 different passes and stamps currently issued by the District for boarding RTD buses, and 13 different styles of passes which the District honors from other nearby

transit agencies.

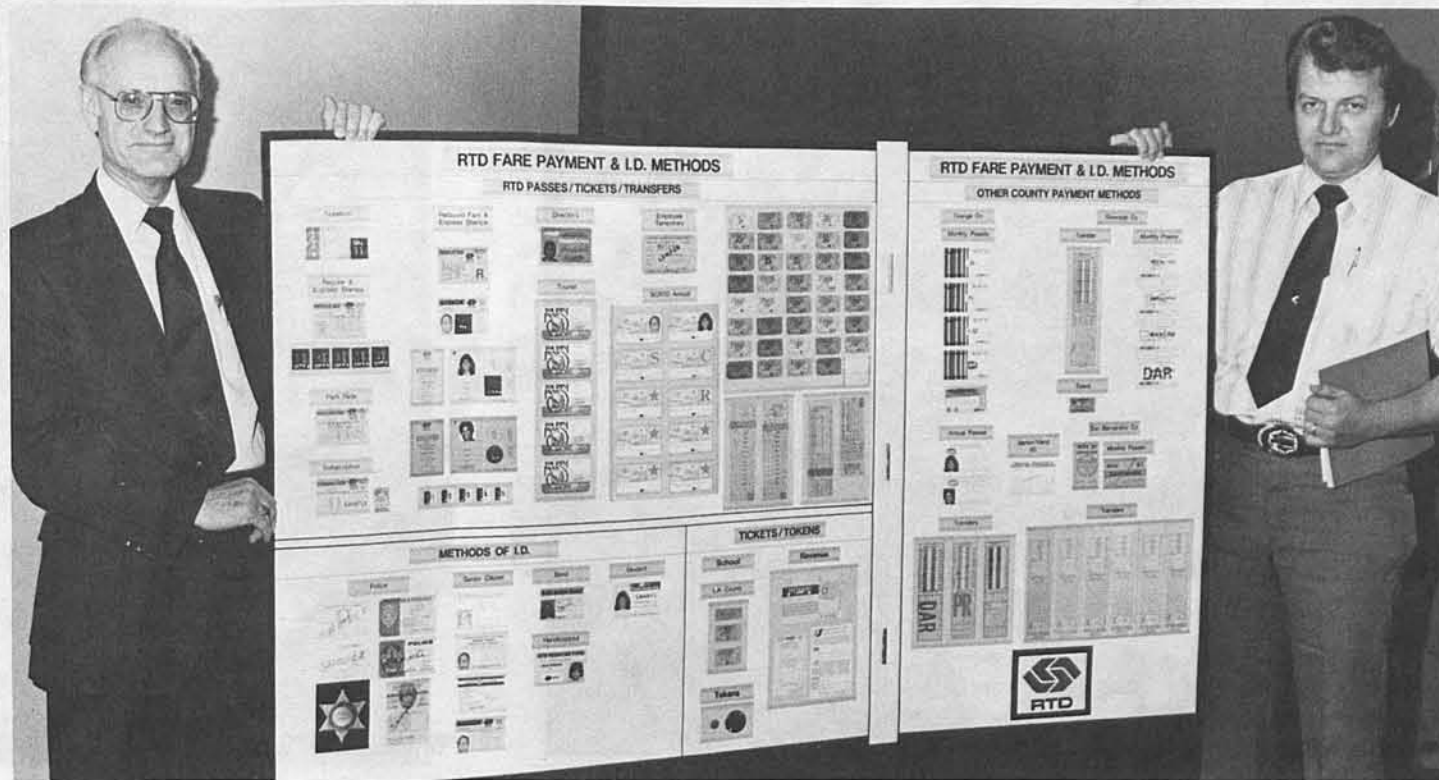
In addition to the passes and stamps, the District accepts 12 different identification cards for reduced cash fares, 47 different ticket denominations, two tokens and 14 different transfer styles for a total of 124 different kinds of documents.

"Many of the different styles are required because of the special reduced fares that were granted to specific categories of riders," explains Black. "It is almost impossible for the operator to correctly identify this multiplicity of document types on a flash basis."

Two small steps have already been taken this year in an effort to start consolidating the variety of pass types. RTD annual passes for employees, retirees, their spouses and children all now have the same look.



Al Altig (below, left) and Larry Powell display the 124 different fare documents. Above, the new type monthly pass.

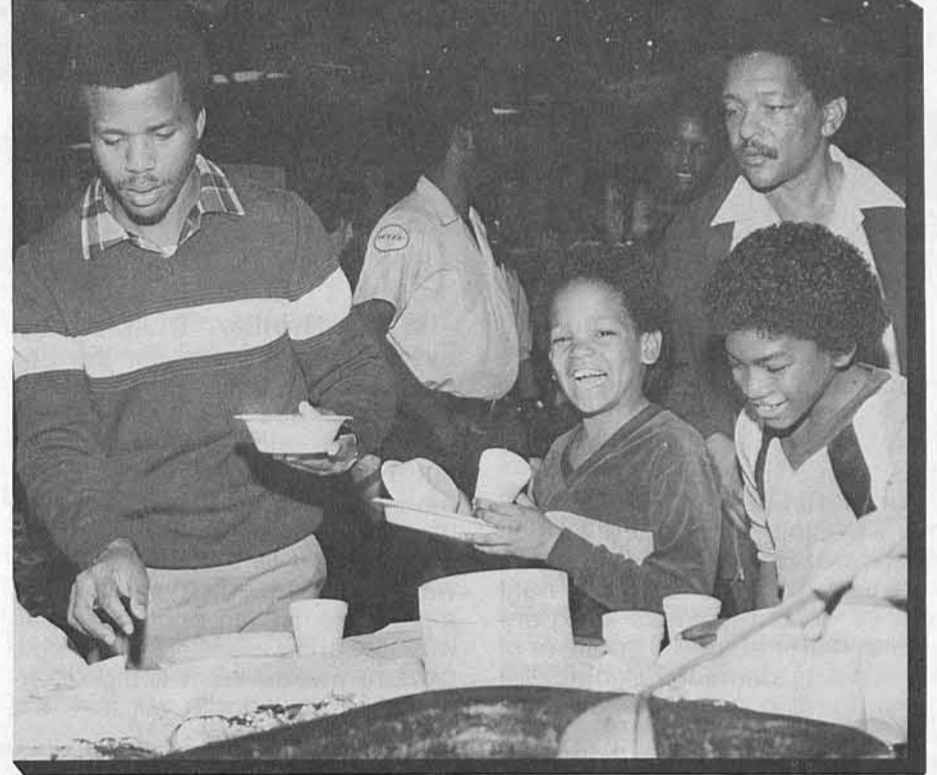




...And RTD employees certainly were. Across the length and breadth of the service area, from the most far-flung operating division to District headquarters, the men and women of the RTD got together to celebrate the holiday season. Food, fun and family togetherness marked each gathering. See if you can spot your friends and co-workers in the album of photos assembled here.

'Tis the season to be jolly...





HAPPY NEW YEAR!

Achievers

The group of operators pictured here with General Manager John Dyer was honored for having accumulated at least 17 years or more of accident-free service. The individual awards presented are based upon the operator's performance in the areas of traffic, passenger and occupational safety. From left to right they are (front row) Walter Flew-Ellen, 20 years; Donald Bean, 17 years; Cue White, 23 years; Jack La Vancil, 20 years; Clarence Webb, 19 years; (rear) Dyer; Edward Mesa, 21 years; Dale Johnson, 22 years; Evan Meyer, 34 years (Meyer also happens to be the number one man on the operator's seniority roster); Hubert Hayes, 22 years; and David Wiser, 20 years. Sponsored by the District's Safety Department, the awards are an ongoing recognition of operators who have helped reduce the District's traffic and passenger accident rates to the lowest levels in 10 years, said Director of Safety Joe Reyes.



COMMENDATIONS

Editor's note: The following are excerpts from just a few of the hundreds of letters received each month by the District's Customer Relations Department praising the actions of RTD operators.

Emmett Gates, Line 20: Our bus was stopped at a red light on Wilshire at Beaudry. A green van was next to the curb to our right with its hood raised as if experiencing motor trouble. The driver of the van was standing talking to the passengers in the van, a lady with children. The driver has his back to the engine compartment and, without the driver noticing, the engine compartment ignited into flames. Without a word, Mr. Gates placed the bus in a safe position with the parking brake set. He grabbed the fire extinguisher and exited via the front doors, walking rapidly to the burning vehicle he notified the driver of the fire and then proceeded to extinguish it. Once completed, he walked directly back to the bus, where he was greeted with cheers and applause from the passengers. We continued down Wilshire and I don't think the entire episode lasted longer than the time it took for the signal to change to green. Mr. Gates conducted himself in a very professional manner and I speak for many persons on the bus when I say he deserves to be thanked and acknowledged as a credit to his profession and to the RTD. (Several people took the time to write and commend operator Gates for his actions).

Charles Jenkins, Line 210: Two little boys were chasing a ball into the street and the alertness of your driver avoided hitting them. All of us who observed the incident were thanking our lucky stars that we were not the witnesses to a fatal accident, which it could have easily been if your driver had not been so aware.

Donald C. Hurston, Division 5: I am writing this letter for my 75-year-old grandmother. She has been riding the RTD for the past 15 years and was overwhelmed with the politeness and consideration of your driver for senior citizen passengers. I meet my grandmother at the bus stop everyday and never do I have to wait five or ten minutes because the bus is late. My grandmother is very pleased with the service she receives from Donald Hurston, and that makes me happy, too, because I have to listen to her complaints.

W. E. Brollier, Division 15: Every morning I wait for the bus and feel, as do most riders, that taking the bus is downright time consuming and not always pleasant. However, among your staff I have found someone who makes my morning worthwhile. I actually look forward to the ride because watching this gentleman at work is a pleasure. He is punctual and always wearing a smile. This simple gesture makes such a big difference. Often, people will take the

time to make illegitimate complaints over trivial incidents. This is foolish, but not so foolish as it would be for all of us to overlook this fine employee of yours.

Danny L. Brown, Line 55: He is always cheerful, pleasant and greets his passengers with a smile. I am sure he must have his off days, but he never brings his problems to work. I marvel at his patience with riders who often cannot speak English. He listens carefully and eventually is able to understand their questions and help them with the desired information. Plus, he is very careful. The safety of his passengers is of paramount importance to him.

Abdul M. Saafir, Line 120: For several weeks I have been

obliged to use the RTD for commuting between work and home. The ordeal of being without a car has been lessened greatly, thanks to the efforts of a capable young bus driver named Abdul. When he is driving I can count on a smooth ride, nice starts and easy stops. He greets everyone with a nod, a smile and a pleasant "good morning." If you ever dole out anything like a Gordon Goodfoot award, I would certainly commend Abdul as a worthy candidate.

Glenn M. McGowan, Division 1: It was Thanksgiving Day and I was limping along North Huntington Drive trying to make the Pueblo Street bus stop before the oncoming bus arrived. But, I could not make it. I was unable to cross the street before the bus got to the stop. The driver saw me and graciously swept on across Pueblo and flung open his door beside me. He greeted me with a broad smile, so obviously happy to help me. It was the best thing that happened to me that day. He did not know that I had just come from a hospital, where I had been for 16 days. I had a long way to go, and I was happy he stopped.

P. Winston, Line 4: She calls out all the stops so you know where you're at. She signals another bus if you are going to catch it and it is across the street. If she sees you coming or the light is red and you are across the street, she will either wait for you or signal you to stay at the corner and she will pick you up. She's very friendly, she's always smiling and I think she is the ideal bus driver. I can always depend on her because she's always on time. I have never seen her upset at any of the passengers. I think she is one of your company's most valuable assets.

Charles E. Jackson, Line 5: In my 10 years of riding the RTD I have experienced odious bus fumes and being late for or missing school, appointments and work. I've been stranded, coped with high fares, disorganized routes and the general rundown of the system. However, I wouldn't mind these at all if there were more drivers like Charles Jackson. He is a perfect example of how we might live together in an atmosphere of respect, cooperation and friendliness. Bus stops were called comfortably ahead of time with complete yet easily understood information on bus connections, destinations and the times of 'round the clock service. The friendly and helpful attitude he greeted the passengers with was spread around and I think it's no accident that there were more conversations between passengers than on any bus ride I've taken in a long time.



Director Gordana Swanson (left) presents certificates to Employees of the Month (from left) Ruben Baez, Walter Scott and Greg Pitts. Looking on (rear) are General Manager John Dyer, David Lane, Ernie Gianquinto and Bob Williams.

Employees of the Month

The success of any service-oriented organization is largely dependent on the conscientious efforts of individual employees. Three such individuals were added to the District's honor roll last month as Employees of the Month. They are Information Operator Greg Pitts, Division 6 Operator Walter F. Scott and Division 1 Mechanic Ruben Baez.

In the six years he has worked for the District, Greg Pitts has been selected as an Employee of the Month three times. His ability to perform the job of information operator far exceeds the standards set for the position, making Greg an asset not only to the department, but to the District as well.

During his 21 years of service on the property, Walter Scott has not had a single missout since 1970, has been absent due to illness only three times in the past nine years and has had only one chargeable accident since 1962. A regular operator on Line 75, Walter spends his off-duty hours enjoying basketball, baseball and an occasional outing to the race track.

Having done electrical work on everything from Saturn II rockets to military helicopters, Ruben Baez knows his business. An 11-year veteran with the District, the Division 1 mechanic-A is responsible for keeping a fleet of 255 air-conditioned coaches in top form. A dedicated, dependable employee, Ruben is a native Californian and enjoys taking his four children camping all over the state.

Retiree Recognition

More than 300 years of service to the District and its predecessor agencies was represented by the large group of retiring employees honored at a Board of Directors ceremony in December. Shifting gears into retirement are Division 9 operator Frank Brune, 35 years; Division 9 operator Oliver Burns, 35 years; Supervisor, Stations and Agents Boyd Emrick, 29 years; Division 7 operator Horace Hodges, 25 years; Division 8 operator William Keast, 26 years; Division 18 Transportation Manager Paul Mahoney, 33 years; Division 2 operator Robert McHorse, 30 years; Division 9 operator Horace Omahundro, 22 years; Supervisor of Schedule Checkers James Thompson, 39 years and Supervisor of Vehicle Operations Willard Williams, 34 years. Presenting commemorative plaques to the retirees was Director Jan Hall (left).



SCHEDULE CHANGES

Moving Up

Salvador Aguirre, from mechanic C to mechanic B.
Carlos Baez, from operator to operator/extra supervisor of vehicle operations.
Earl Banks, from truck driver clerk to print shop clerk.

CLASSIFIED

Employees and retirees of RTD may use this column free of charge. Ads will be limited to one per person each month and will not be held over for repeat. Ads should be submitted either typed or printed before the 14th of each month for inclusion in the following month's issue. Include your name, work location, extension and home telephone number.

District policy prohibits ads for commercial ventures and such will not be published or returned. Send ads to Headway, Location 32 if you use company mail, or Headway Editor, 425 South Main Street, Los Angeles, CA 90013 via U.S. Postal Service.

- Wanted! Guitarist for all-female country and western group now being formed. For information call 726-8622.
- For sale. Luxury car at economy price. 1978 Granada ESS Classic. Four-door, moon roof and factory loaded. Cassette and FM Stereo. Yellow. \$5,900. Call 399-1536.
- For sale. 1979 Honda Civic Station Wagon. Automatic transmission, immaculate condition. Only 11,000 miles! Asking \$4,200. Call 738-5302.
- For sale. 1980 Honda Express, yellow, less than 200 miles. \$300 (firm). Call 763-0901.

Robert E. Billingsley, from cash/payroll clerk to cash clerk.
James Bolton, from mechanic B to mechanic A.
Allan Brodsky, from operator to operator/extra schedule checker.
Iargene Burney, from service attendant to service attendant leadman.
Clifford Carlson, from mechanic A to mechanic A leadman.
Lindford Castor, Jr., from mechanic A to mechanic A leadman.
John Chavez, from mechanic B to mechanic A.
Sung Cho, from mechanic B to mechanic A.
Thomas Curtis, from mechanic C to mechanic B.
Joseph Denaro, from mechanic B to mechanic A.
Thomas F. Duncan, from mechanic A to warranty and equipment mechanic.
Dwight Duperson, from mechanic B to warranty and equipment mechanic.
Nancy Dybel, from operator to operator/extra instructor/supervisor of vehicle operations.
Miguel Enriquez (6803), from mechanic B to mechanic A.
Miguel Enriquez (5671), from mechanic B to mechanic A.
Doyle Flock, from operator to operator/extra schedule checker.
Fausto Flores, from mechanic B to mechanic A.
Marino Flores, from mechanic C to mechanic B.
Theodore Ford, Jr., from operator to operator/extra supervisor of vehicle operations.
Rafael Garcia, from mechanic B to mechanic A.
David Goemaere, from mechanic

C to mechanic B.
Ernesto Gudino, from mechanic C to mechanic B.
Francisco Guzman, from mechanic B to mechanic A.
Dieter Hensing, from mechanic B to mechanic A.
Lonnie Herron, from relief mopper waxer to service attendant.
Alexander Hoyos, from mechanic C to mechanic B.
Theodore Hustava, from mechanic C to mechanic B.
David Ivy, from operator to mechanic C.
Willie James, from temporary payroll clerk to accounts payable clerk.
Thomas Jaramillo, from mechanic B rad. repair to mechanic A rad. repair.
Christopher Jordan, from mechanic B to mechanic A.
George T. Kagawa, from senior administrative analyst to principal administrative analyst.
Haroutin Khodanian, from mechanic B to mechanic A.
Kenney Kim, from mechanic A to mechanic A leadman.
Arthur Leahy, from principal administrative analyst to transportation superintendent.
Jackey Lee, from mechanic B to mechanic A.
Terry Lee, from mechanic C to mechanic B.
Adriano Ligorria, from mechanic B to mechanic A.
Alfredo Magallon, Jr., from transit police officer (as needed) to transit police officer.
Charles R. Mahoney, from operator/extra instructor of vehicle operations to instructor of vehicle operations.
William Marks, from mechanic C to mechanic B.
Jose Medrano, from mechanic B to mechanic A.
Marvin Merriweather, from security guard II to transit police officer.
Edward Moore, from mechanic C to mechanic B.
Steven Mullaly, from mechanic B to warranty and equipment mechanic.
Jerry Nakauchi, from mechanic C to mechanic B.
Sandra Nofflin, from operator to operator/extra supervisor of vehicle operations.
Vang Nguyen, from mechanic C to mechanic B.
Leo Ortiz, from mechanic B to mechanic A.
Michael Ortiz, from temporary payroll clerk to payroll/cash clerk.
Alvin Parker, from mechanic C to mechanic B.
Tomas Peguero, from mechanic C to mechanic B.
Patricia L. Potter, from payroll clerk to cash clerk.
Joe Quintero, from mechanic A to equipment maintenance supervisor I.

Frank Reynoso, from mechanic C to mechanic B.
Everett J. Rodriguez, from security guard II to transit police officer.
Raul Rodriguez, Jr., from mechanical road supervisor I to equipment maintenance supervisor I.
Russell Rose, from mechanic A leadman to equipment and warranty mechanic.
Salvador Saggese, from mechanic B to mechanic A.
Robert Sloat, from mechanic B to mechanic A.
Steve Stroble, from utility A to laborer A.
Dennis Thurman, from mechanic A to property maintainer A.
Stephen Trudeau, from mechanic B to mechanic A.
Mario Ugalde, from mechanic B to mechanic A.
Deborah V. Vasquez, from cash clerk to cash/payroll clerk.
Steven Woller, from mechanic C to mechanic B.
Delphin Wong, from mechanic B to mechanic A.
Kenneth Wright, from laborer A to property maintainer B.
Louis Yanez, from mechanic A to mechanic A leadman.

Shifting Gears

Oliver Burns, an operator at Division 9, retired August 15 following 35 years of service.
Horace Hodges, an operator at Division 7, retired August 11 after 18 years of service.
Pedro Jimenez, a mechanic A leadman at Division 8, retired October 31 following 16 years with the District.
William R. Keast, an operator at Division 8, retired September 17 after 26 years of service.
Clara Nardi, a senior secretary in the Accounting Department, retired November 3 after 10 years with the District.
Robert Lee Smith, an instructor of vehicle operations, retired November 3 following 24 years of service.

In Memoriam

Napoleon Hutchinson, Jr., an operator at Division 1, passed away October 30. Mr. Hutchinson joined the company in August of 1960.
William J. Foster, a former mechanic C at South Park Shops, passed away November 6. Mr. Foster joined the company in February of 1938 and retired after more than 41 years of service in March of 1979.
Leon L. Norris II, an operator at Division 5, passed away October 31. Mr. Norris joined the District in October of 1980.

What's it worth to ya?

Got some St. Bernard puppies that need a good home? Trading in the '65 Chevrolet on a newer model? What about that four-poster bed tucked away in the garage? Whatever it is you want to trade, sell or give away, why not let your fellow RTD employees have the first chance by advertising it in the Headway. It doesn't cost you a thing. Just fill out the coupon below and return it to Headway, (Location 32), Fourth Floor, 425 S. Main Street, Los Angeles, CA 90013. (Note: Only your home telephone number can be used in the advertisement).

Name: _____
 Work location: _____
 Description of item (use additional sheet if necessary): _____

 Price: _____ Hours to call: _____
 Area code: _____ Home telephone: _____



Very little has changed physically in the nearly 30 years spanning the taking of these two photos except, perhaps, the style of the cars and the replacing of safety zones for loading and unloading passengers by left turn lanes. The photo at right of the intersection of Hollywood Blvd. and Ivar Ave. looking northeast was taken December 1, 1953. The streetcar is one of the legendary Pacific Electric red cars, while the bus (left rear) was a Line 85 bus operated by Los Angeles Transit Lines (LATL). Today, in the photo taken December 1, 1981, the decorations are different, the trees are now real, but, except for different signs, the buildings remain unchanged. RTD deploys seven different bus lines to serve this part of Hollywood today. Patrons can get information about each line at the Hollywood Customer Service Center, located one block east of Ivar.

Now & then

Employee Activities unveils vacation packages

Along with virtually everything else, travel in 1982 is going to be more expensive than ever. So, it might be worthwhile to take advantage of the Employee Activities Department travel program when making your vacation plans this year.

Not only will you save time and effort since all travel plans and reservations are made for you, you'll find you save a lot of money, as well.

More trips may be added later in the year, but for now the following list of vacation trips is being planned. Keep in mind that the prices are subject to change due to the airlines' pricing structure.

March: Fly to Mexico City and Puerto Vallarta for eight days for \$635.

June: Fly to San Juan where you embark on an eight day Caribbean Cruise, visiting Martinique, Antigua, St. Maarten, St. Thomas and Tortola. Prices range from \$1,292 to \$1,597 depending on cabin availability and selection.

May 31 and September 6: Azure Sea Cruise to Baja California for four days. \$483 to \$573 depending on cabin availability.

September 26: Weeklong cruise to Puerto Vallarta, Mazatlan and Cabo San Lucas. \$855 to \$1,085 price determined by choice of cabin.

October 10: Spend seven days in the Paradise of the Pacific — Hawaii. Trip will visit the islands of Oahu and Maui for only \$650.

And, don't forget to keep an eye glued to the Recreation Board at your work location for a wide variety of weekend excursions planned

in the weeks and months ahead. More details about the vacation trips will be published in **Headway** or posted on the Rec Boards as they become available.

Each year between December and March, the California Gray Whales make their annual migration south from the Arctic Ocean and the Bering Sea to spawning grounds off Baja California. The trip brings them within a few miles of the Southern California coast and whale watching has become a popular pastime in coastal waters. Once again the Employee Activities Department is offering a

Whale Watching Excursion that promises to be a great experience for the entire family. The three-hour cruise is set for Saturday, February 20, from 12:30 p.m. until 3:30 p.m., departing from San Pedro. You can save \$1.75 off the adult admission price. Tickets will be \$6 for adults, \$5.25 for children 2-11. Reservations must be paid by February 12.

Los Angeles Laker action continues with the Milwaukee Bucks coming to town January 26. The \$8.50 Collonage seats are available for \$6.50. The Boston Celtics will be in town for their February 14

game with the Lakers. \$12.50 Loge seats are going for \$11 for that one. The Philadelphia 76'ers hit town on February 26 and there are still a few \$12.50 tickets available. Sorry, no discount available on this big game.

While we're talking basketball, don't forget the Harlem Globetrotters, who will be making their annual appearance at the Forum in Inglewood this month. You can see them on Saturday, January 23, at 2 p.m. The \$9.50 Loge tickets are priced at only \$7.50. Take your kids to see the Clown Princes of Basketball.

Have we got some deals for you

There are a number of good deals available through the RTD Employee Discount Program which could save you hundreds of dollars. All you have to do to take advantage of most of these discounts is to stop by the Employee Activities Department on the fourth floor of District headquarters and pick up the information.

Here are just a few examples of what's available.

Entertainment '82. You can save up to 50 percent every time you go out to dinner, to the show or to any of a number of local sporting and recreational events. For only \$20, which is \$2.50 off the regular retail price, you get a booklet crammed with hundreds of local discounts. You have a choice of the San Fernando Valley/West Los Angeles edition or

the Orange County edition.

Here are just a sample of the goodies packed into this fabulous savings offer. Two-for-one specials at 144 supper clubs and foreign restaurants, coupons to 112 informal restaurants and fast food franchises, discounts to 128 theaters and special events plus values at nearly 100 sporting events.

Use just one or two of these money saving coupons and you'll save enough to recover the cost of the book. Entertainment '82 also offers special discounts on car rentals, film and records and tapes.

Discount Cards. The department has cards for 10 to 20 percent off the admission price, valid year-round, to such attractions as Disneyland, Knott's Berry Farm, Lion Country Safari, Magic Moun-

tain, Queen Mary Tours, San Diego Zoo and Universal Studio Tours, to name just a few.

Cards are also available for special discounts at Sinclair Paints, Byrne Home Furnishings, Venus II Beauty Salons and Capital Tire Sales/Warehouses. And, there are always discounts available on See's Candies and Bronson Vitamins.

A recent addition to the growing list of available employee discounts is **Centennial Seafood, Inc.** You can get tremendous savings on everything from stuffed shrimp to lobster tails to Halibut steaks, all priced well below the average retail price. Check it out and save.

Remember, all these and more are waiting for you in the Employee Activities Department.

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.

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

David Himmel, Editor

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

BULK RATE
U.S. POSTAGE
PAID
Los Angeles, Ca
Permit No. 32705