

Do you have any idea . . . ?

If you have an idea or suggestion that could streamline District operations or result in a reduction of operating costs, that idea could mean extra money in your pocket.

The District is in the process of implementing a Suggestion Award Program, recently approved by the RTD Board of Directors, that would enable employees to receive monetary awards for suggestions they make which, if implemented, result in improving service or reducing costs.

"We know that many of our employees have ideas or suggestions as to ways the District could operate more efficiently," said Director of Personnel Gayel Pitchford, "and we need those ideas to help decrease the impact of less revenue."

"This program will be a formal means for employees to submit suggestions and to be recognized and rewarded for those suggestions which are implemented and which result in a cost savings to the District."

Tentative plans for the new program call for that monetary reward to be a percentage of the net first-year savings realized by implementation of the idea or suggestion. Cash awards could range from \$50 to \$1,000 or more.

The standards and rules by which the program will be governed are presently being finalized. In the weeks and months ahead, Pitchford said, employees can look for suggestion boxes to be installed at each work location,

along with details for submitting ideas and how those ideas and suggestions will be evaluated.

Pitchford does have one word of caution for employees who have suggestions as to how their own jobs can be performed more efficiently or productively, however.

"Employees are expected, as part of their jobs, to make suggestions for better ways to do things," she said. "Awards will not be made for suggestions which fall within an employee's expected duties."

Southern California Rapid Transit District



HEADWAY

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Directors elect Lewis board president

Michael Lewis, a six-year veteran of the RTD Board of Directors, has been elected president by his fellow board members, who also voted Director Ruth Richter to her fourth consecutive term as board vice president.

Lewis was appointed to the 11-member District policy-making board by Los Angeles County Supervisor Pete Schabarum in 1976. Lewis has been on the supervisor's staff since 1973 and is currently Schabarum's chief deputy, specializing in transportation, air pollution, economic development and privatization of government services.

He is the supervisor's voting delegate on the Transportation and Utilities Committee of the Southern California Association of Govern-

ments and recently authored a layman's guide to improving public transportation entitled "Moving People."

He is a past chairman of the Los Angeles Junior Chamber of Commerce Civic and Governmental Affairs Committee and is president of the San Gabriel Valley Eagle Scout Association.

Lewis has served on the South Coast Air Quality Management District Board and also formerly served as president of the Merlinda Elementary School PTA in West Covina.

Richter, also a director since 1976, is one of two appointees to the board made by the Mayor of Los Angeles, Tom Bradley. She served as vice president in 1979, 1980 and 1981.

Born and educated in the Chicago area, Richter now resides in Winnetka. She has long been prominent in San Fernando Valley civic affairs, including the Associated Chamber of Commerce which she served as president in 1975 and 1976, and the Winnetka Chamber of Commerce, serving as its president for four years.

She has been a member of the San Fernando Valley Board of Realtors since 1952.

In the field of transportation, she is a charter member and was first chairman of the Mayor's Valley Transportation Advisory Committee when the group was formed in 1972.

In 1979, she was elected to the Board of Trustees of the Southern California Transportation Action

Committee and in 1980 was elected the group's vice president.

Currently, she is Chairman, Valleywide Committee on Streets, Highways and Transportation. She is also a member of the San Fernando Valley Industrial Association and serves on that group's transportation committee.

RTD is governed by the Board of Directors, who are appointed by local government officials. Five members are appointed by the Los Angeles County Board of Supervisors (one by each supervisor), two members are appointed by the Mayor of Los Angeles City with the concurrence of the L.A. City Council, and four are chosen by a selection committee representing the 77 other cities served by the District.

Transit show visits L.A.

Scores of transit officials and manufacturers from the United States and 10 other nations gathered in Los Angeles — one of the largest cities in the world without a rail rapid transit system — for the 1982 Mass Transit Show and Conference.

(Articles and photographs from the conference sessions and show appear on pages 5 and 6 of this issue.)

This was the first time L.A. had hosted such an international transit gathering, a showcase for the latest in transit equipment and technology as well as a forum for dealing with the problems facing public transportation and discussing solutions that have worked.

"With California's 13 million automobiles (10 percent of the national total) and with gasoline consumption in the state running at nearly 10 billion gallons per year, where better than Los Angeles to hold a show and conference on public transportation?" asked show organizer C. Carroll Carter, editor and publisher of Mass Transit magazine, which sponsored the show.

Several conference sessions, held at the Bonaventure Hotel and the L.A. Convention Center, focused not only on the latest developments in equipment, training and operating procedures, but

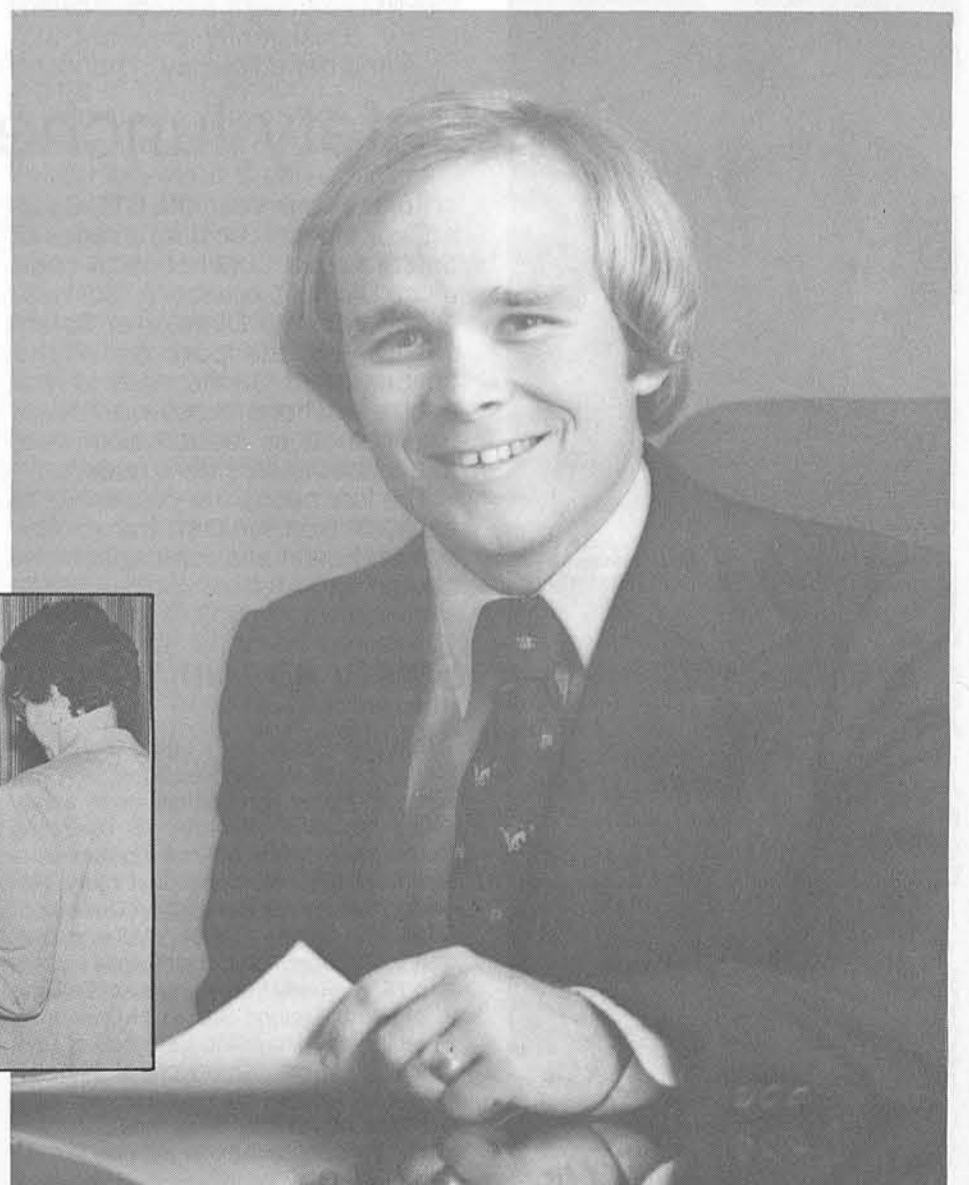
also on the more creative challenges of dealing with increasing costs in an era of decreasing governmental support.

A recurring theme at these panel discussions was that local governments and businesses must become more involved in solving the problems of mass transportation.

Representing the District, one of the show's organizers, at these sessions were board member Thomas Neusom, General Manager John Dyer and Controller-Treasurer Joe Scatchard. Director George Takei hosted a delegation of Japanese transit officials.



Newly-elected President of the Board Mike Lewis (right, and at left above) is sworn in with board Vice-President Ruth Richter by Assistant District Secretary Pat Bluemke.





To your health

By ELIA BORJA, Visiting Nurse

Obtaining health can be hard work. The hard work centers on identifying those elements in your environment that are unhealthy. Usually these elements center around a lack of proper exercise or bad eating habits.

Eating well requires identifying what is "good food" as opposed to what is "bad food," and understanding why good nutrition is needed. Eating well requires searching your cupboards and refrigerator and taking a close look at the foods you find there. Are most of these items convenience foods? Do they satisfy nutritional needs, or do they merely satisfy hunger pangs?

Convenience foods have sacrificed good nutrition for the ease of food preparation. If you

wish to establish better eating habits, it takes time to identify and change bad habits and strengthen the good ones.

The first step toward better eating habits is the drastic reduction of both sugar and white flour in a person's diet. I single these two out not just because their use is so widespread, but because I have seen how they actively decrease resistance to illness.

Take the time to read labels on the food you buy to see how many contain enriched wheat flour, unbleached wheat flour or sugar. Both products are refined, highly processed and they contain very few necessary nutrients.

Sugar comes in many forms and under a variety of names

(brown sugar, dextrose, sucrose, fructose, corn sweeteners, dextrin, raw sugar, monosaccharide, disaccharides and polysaccharides). Refined sugar in any form is an addictive substance which robs you of good health.

As with any addictive substance, prepare for withdrawal when you try to reduce your sugar intake. Any person with a heavy dependency on sugar will take four to six weeks to complete the withdrawal cycle. Expect periods of irritability, jumpiness, poor concentration, depression, insomnia and a strong desire to eat foods heavy in sugar content.

If you wish to withdraw a child from dependency on sugar, be very supportive during the first three weeks. The child will throw tantrums, cry often, be demanding and be altogether difficult to be with. Be patient.

Some foods high in sugar and/or refined white flour — the "bad foods" — include candy, soda, sugared gum, powdered soft drink mixes, commercially made cookies, pies, cakes and doughnuts, chocolate or

strawberry powdered flavorings for milk, chocolate flavored beverages and gelatin deserts.

Other "bad foods" are potato chips, corn chips and all highly-salted fat-fried snacks, sugared and flavored breakfast cereals, pre-packaged "add water" luncheon snacks, catsup, pickle relish, hamburger relish, luncheon meats and hotdogs, canned or packaged macaroni products, white bread and canned fruits in syrup.

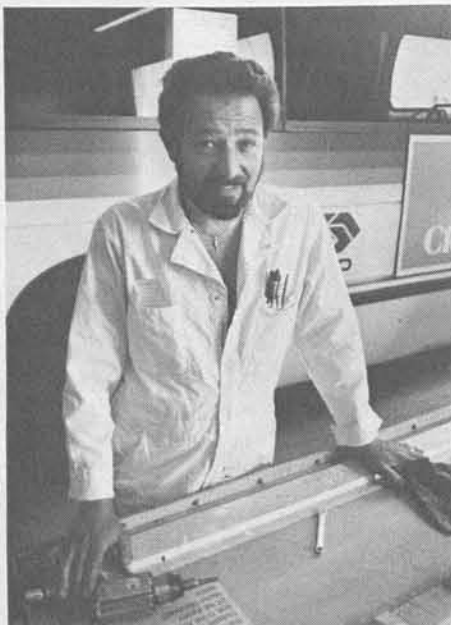
In summary, drastically reduce the sugar intake in your diet and you have taken a very important step toward a body that is resistant to disease. Remember, the payoff of proper exercise and good eating habits is a strong, active body and freedom from chronic physical disease or pain.

Comments and questions relating to your health can be directed to me, care of the Personnel Department, Location 32.

(Editor's note: This is the first in a regular series of columns dealing with health-related issues written by RTD's Visiting Nurse).



Virgil Nesbitt



Donald Bishelli



Vicki Louis

Trio honored for outstanding service

Three more RTD employees have been recognized by the District's Board of Directors for the outstanding performance of their duties during the month of March.

Division 3 operator Virgil O. Nesbitt, Division 15 mechanic Donald W. Bishelli and Information Operator Vicki Louis were presented with Certificates of Merit and \$50 bonus checks during a ceremony in late April at a board meeting.

For Louis, this was the second Employee of the Month award she has earned since joining the District in August of 1979. In June of 1980 she received her first recognition as an outstanding employee.

Manager of Customer Relations Bob Williams, who introduced Vicki to the board members, told the gathering that part of the reason Vicki has earned the second award is her consistently pleasant attitude and her efficiency in handling

customer information requests.

Bishelli was hired as a mechanic-B in late 1974 and is presently a mechanic-A working the first shift at the East San Fernando Valley operating facility. Division Maintenance Manager Patrick Orr explained that Bishelli works as a qualified body shop mechanic, lending a high degree of innovation and skill to the task of painting, welding and repairing damaged equipment.

"He works with a minimum amount of supervision and performs all duties in a professional and skillful manner," Orr said of Bishelli, "he is well-respected by everyone, his attitude is always positive, he maintains an excellent attendance record and he is an extremely conscientious and diligent worker."

Since January 1947, operator Nesbitt has been providing transportation service to the citizens of

Southern California. During those 35 years with the District and its predecessors, Nesbitt has been late to work only twice and he has not had a missout since 1954, that is 28 years ago.

"During the last 13 years, Virgil has had only one avoidable accident and in his exemplary career he has accumulated the maximum of 90 merits at the earliest possible date," said Division Transportation Manager Gerry Woods, adding that this Highland Park-based operator has received 10 commendations and has missed only six days absent from work.

Nesbitt operates the 256 Line from Pasadena to East Los Angeles, a line he has worked since 1974. When he is not working, this Los Angeles resident enjoys playing golf with his 30-year-old son and tennis with his 18-year-old son.

Safety luncheons slated for divisions

For the ninth year, the RTD Safety Department is hosting a series of Safety Award Luncheons at each of the District's operating facilities.

According to Director of Safety Joe Reyes, the purpose of the annual award luncheons is to recognize and honor those individuals who helped to reduce both fleet and industrial accident rates.

The luncheons are presented at each division for both transportation and maintenance department personnel.

Also participating at these informal luncheon gatherings are members of the District's Board of Directors, management personnel, representatives from both the operator's and maintenance employees' unions and members of the various law enforcement agencies from the areas in which the District operates.

Following is the schedule of planned luncheons: Division 5, May 19; Division 3, June 2; Division 6, June 16; Division 7, July 7; Division 8, July 21; Division 9, August 4; Division 12, August 18; Division 15, September 1; Division 18, September 22; Division 4, October 13 and South Park Shops, October 27. All of these dates are on Wednesdays.

Reyes said that generally the luncheons will be served between 11 a.m. and 1 p.m. to allow as many operators and mechanics as possible to attend at each division.

Safety specialists

Board President Mike Lewis (right) and Manager of Employee Relations John Wilkens (left) offer congratulations to safety award recipients, honored for operating more than 20 years without a preventable traffic accident or occupational injury. Receiving the awards were Albert Davison of Division 9, 30 years; Robert Miller of Division 9, 27 years; Alexander Lopez of Division 18, 25 years; Leo Manclow of Division 9, 24 years; Method Saniga of Division 8, 21 years; and Marcelino Espinoza of Division 1, 20 years. "Operators of this high caliber are responsible for the District's excellent safety record," Wilkens said in introducing the honorees to the members of the Board of Directors.



These statements are made for your benefits

It can tell how much you're worth. It can tell you things about yourself that even you may not have known. It can tell you how much sick leave you have accrued or what the value of your medical coverage is.

And, it is coming to your home in June.

It is a comprehensive individual employee benefits statement, a computer-generated document listing information about your life insurance, medical and vision insurance, pension plan, dental plan, sick leave, vacation, holidays and other benefits, according to Pension and Benefits Administrator Ed Paull.

"The annual District cost of each benefit, as well as the cost to the employee for each benefit, is included on each statement," said Paull, who has been the program coordinator since the project was approved last July by the Board of Directors.

"Each District employee receives approximately \$10,000 per year in employee benefits, yet most employees have little information on the cost or types of benefits that the money provides," he said.

"Each statement will be tailor-made for each individual to show his or her specific benefits. No two statements will be exactly alike," said Paull, adding that preparation of the statements has been a joint effort on the part of many people.

He particularly cited the cooperative efforts of Ann Silliphant of BRAC, Don Bohana of UTU and Betty Turner of ATU in providing



Members of the committee which worked on development of the Employee Benefits Statement include (from left) Andre Hanna, Gloria Munger and Cathy Cole of the consulting firm of TPF&C, Sue Thorne, Nina Capoccia, Ed Paull, Billy Soong and Anand Gupta.

information about their respective union's medical, dental and vision benefits plans.

Data Processing and Personnel Department representatives, working with the outside consulting firm of Towers, Perrin, Forster and Crosby, collected the data and developed the format which will be mailed to each employee's home.

Paull noted that the benefits listed on the statements will be those in effect as of March 1 of this year. Therefore, persons hired after that date will not receive a statement until next year.

"Creation of the initial program was funded by an Urban Mass Transportation Administration grant," said Paull, who estimates that updating the data and preparing new statements annually for each employee will cost less than \$20,000.

According to Director of Personnel Gayel Pitchford, many large companies in private industry have been issuing employee benefits statements in recent years.

"In an era of increasing demand for benefits, frequently explaining to employees what benefits they

already have will satisfy part of their demands," she said. "Individuals at RTD have, on several occasions, suggested that the District adopt one or two new benefits that were already in place, which illustrates the need for a better method of informing employees about their benefits."

Paull said employees should look for their individualized Employee Benefit Statement to arrive at their home around the first week of June.

RTD joins Hollywood's war on grime



RTD has joined the War on Grime being waged by the Hollywood Chamber of Commerce in an effort to clean-up the legendary home of the motion picture industry.

In a recent survey, the chamber reports, 86 percent of the tourists questioned stated that they felt Hollywood would be more attractive if it were simply cleaner. At the urging of the Hollywood Chamber of Commerce, Mayor Tom Bradley declared the week of April 3-9 "The Great Hollywood Clean-up Week," requesting that businesses along the star-spangled Walk of Fame take responsibility for keeping their storefront and the sidewalk in front of their business clean.

Heeding the call, the District's General Services Department rushed a two-man crew to the Hollywood Customer Service Center situated at 6249 Hollywood Boulevard, near Vine Street.

With a liberal application of cleansing powder, solvents and elbow grease, lead mopper/waxer Arthur Brass and mopper/waxer Louis Baskin attacked the seedy sidewalk and scoured the storefront. The pair cleaned windows, scrubbed aluminum molding and buffed the three commemorative stars which adorn the sidewalk in front of the ticket office.

When the dynamic duo were done the stars belonging to actress Hedy Lamarr, singer Connie Stevens and comedienne Martha Raye twinkled like the day they were first unveiled, and the storefront had regained its former glitter.

Lead mopper/waxer Arthur Brass (left) and mopper/waxer Louis Baskin cleaned up Connie Stevens in front of the Hollywood Customer Service Center.



Albert Perdon

Perdon named assistant to GM

Albert Perdon has joined RTD as Assistant to the General Manager. As such, his principal responsibilities will be to oversee the District's community relations activities and supervise the Management Services Section, which studies the efficiency of District operations.

Prior to joining the District, Perdon served as Assistant to the Executive Director of the Downtown People Mover Authority.

Perdon obtained a bachelor of science degree in engineering from Cal State Long Beach in 1968 and has pursued graduate work in transportation planning and engineering there and at USC. A licensed professional engineer in California, Perdon has taught at the Cal State Long Beach School of Engineering.

Formerly, Perdon was a transportation engineer with Caltrans, specializing in freeway design and traffic management. He is active in the Los Angeles Chamber of Commerce and is Chairman of the Transportation Section of Townhall of California, a public forum to discuss community issues.

When eight-year-old Martha Aguirre sat down last month with her colored markers, scissors, construction paper and glue, she was hoping her entry would win a prize in the annual Coloring Contest for the children and grandchildren of District employees.

Well, she did, and in a big way, too.

The daughter of Division 2 operator Jose A. Aguirre, Martha will soon be on her way to being a video pinball wizard, a master of missile command, asteroids, pac-man and other video games she will be able to play on her new Atari home video game set, which she will receive as the Grand Prize winner in the Employee Activities Department-sponsored contest.

Martha's entry was selected from among more than 170 entries submitted this year and reviewed by an impartial panel of judges from outside the District. In addition to the grand prize winner, a dozen other youngsters were awarded prizes of tickets to Magic Mountain, Disneyland and Knotts Berry Farm for their artistic achievement.

The panel of judges consisted of an elementary school teacher, a junior high art instructor, a freelance artist and a commercial designer. The judges were thoroughly impressed by the calibre of this year's entries and were forced to implement a two-round evaluation system to determine first, second and third place winners in each of the four age categories.

"Entrants who expanded on the original theme of the drawing proved to be the winners this year," said Employee Activities Coordinator Diane Delaney, who coordinated the judging.

In the first round of judging, the panel looked for aesthetics, determining which entries caught the eye. In the second round they evaluated the remaining entries on the basis of originality, use of colors and various types of materials, color harmony and creativity.

Of Martha's prize-winning entry, the judges said they were impressed by its originality. "This shows exceptional skill for the age



Eight-year-old finds she wins the game

group with the use of three dimensional techniques and bold colors," they wrote.

A resident of Lynwood, Martha was able to give various elements of the original drawing a 3-D quality that was unique among all the entries. For Ms. Aguirre, however, this was not her first winning entry in a coloring contest. In last year's RTD Coloring Contest she finished third in the 7-8 years old division.

A complete list of the winners for each age category follows, accompanied with excerpts of the judges' comments in parenthesis.

12-14 years old

1st place: Victor Markovich Jr., 13, son of Division 12 operator Victor Markovich, (Complete creative control, attention to detail). Incidentally, Victor was a second place winner in this category last year. 2nd place: John Guastafarro, 13, son of Planning Department

secretary Diane Guastafarro, (Good improvisational artistic freedom). 3rd place: Neil Reclusado, 13, son of Division 1 operator Thomas Reclusado, (Extensive use of the most different media).

9-11 years old

1st place: Reginald Sample, 9, son of Division 18 operator Walter Sample Jr. (Creative use of materials, used detail to give it depth). 2nd place: Cynthia Cook, 10, daughter of Transit Police Department secretary Dorothy Cook, (Good use of shading to show depth, neatness and planning). 3rd place: Tamika Broussard, 11, daughter of Division 2 operator Darlene Broussard, (Eye catching, interesting use of materials).

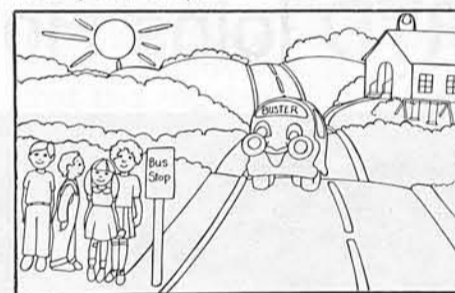
7-8 years old

1st place: Maricela Diaz, 8, daughter of Division 12 mechanic A Raul Diaz, (Good prior planning, nice color tones, nicely framed). 2nd place: Benjamin Vega, 7, son

of Division 8 operator John R. Vega, (Texture and boldness of deep colors). 3rd place: Charlie Baker, 8, son of Division 18 operator Maria Baker, (Originality shown in "Slow" sign and RTD suit).

6-and-under

1st place: Nia Roberson, 6, daughter of Transit Police Security Guard II Jeffrey Roberson, (Extravagant use of media to create texture). 2nd place: Christofer Gardner, 5, son of Radio Dispatcher William A. Gardner, (Good multimedia effect and interesting street). 3rd place: Christalyn Klein, 2, daughter of Division 3 operator Christopher Klein, (A little Picasso, very original and very good for a two-year-old).



Martha Aguirre (top) with her winning entry. Above, what she began with.

Discount theater tickets save you from being scalped

Theater goers who have been trying to save a dollar or two are really going to appreciate the lineup of events scheduled for the weeks and months ahead by the Employee Activities Department.

— May 13: Herschel Bernardi returns in "Fiddler on the Roof" at the Pantages Theatre. The normally \$24.50 orchestra seats are available for only \$22.50 each.

— May 16: The acclaimed Dance Theatre of Harlem comes to the Pasadena Ambassador Auditorium for two performances. Tickets for the 2:30 p.m. show, normally priced at \$13, are available for \$11. The 7:30 p.m. performance, regularly \$15, are on sale for \$13 a seat.

— May 22: The line outside the theater will be short for you to see the line inside the theater because you will already have purchased your tickets to see "A Chorus Line" and at a discount price to boot. This 2 p.m. Saturday matinee performance will sell for \$21, a savings of \$1.50 per ticket.

— June 6: The sun will come out on a special group engagement of the movie, "Annie" at the world-famous Chinese Theatre in Hollywood. Not only can you save money on the tickets, which are discounted, you can avoid the long ticket lines at the theater, too. For

the 4:45 p.m. showing, the \$6 adult admission tickets will go for \$5, while the \$3 children's ticket is priced at \$2.

For those of you who missed out on the first round of tickets to the popular "Sophisticated Ladies," the musical retrospective of Duke Ellington's work is again being offered by the Employee Activities Department on the following dates, times and prices:

June 13, 2:30 p.m., \$27.50 orchestra seats for \$22; June 25, 8:30 p.m., \$32.50 tickets for \$29; June 26, 8:30 p.m., \$32.50 tickets for \$29; July 18, 2:30 p.m., \$27.50 tickets for \$22; and July 25, 2:30 p.m., \$27.50 tickets for \$22.

The Renaissance Pleasure Faire continues weekends and Memorial Day through June 6. There is still time to purchase tickets at a discount price. Adults regularly \$11.50 are available for \$8; students and seniors, normally \$11.50 also, are going for only \$6; while the \$3.50 tickets for children under 12 are available for only \$1.

The outdoor concert season at the Greek Theater kicks off with Smokey Robinson on May 21 with \$15 seats going for only \$14. Other acts slated for May and June, all at

discounted prices, include:

— Dazz Band and Cameo, May 30, \$14.

— Santana, June 3, \$12.

— Kool and the Gang and Skyy, June 12, \$15.

— Dionne Warwick, June 27, \$14.

For the jazz crowd, the Playboy Jazz Festival at the Hollywood Bowl June 19 and 20 offers a full weekend of great entertainment, including Sarah Vaughn, Dave Brubeck Quartet, Weather Report, Lionel Hampton All-Stars, Spyro Gyra, Bobby Thomas, Wild Bill Davison's Dixieland All-Stars and many more. Master of Ceremonies will be Bill Cosby. The \$18 seats are being offered for \$16 per day.

Dodger action continues with the World Champions facing the red hot Atlanta Braves on June 9 in a 7:30 p.m. slugfest. On June 13 the boys in blue will host Cincinnati in a 1 p.m. bout.

Farther south, the Angels will be sparring with Chicago on June 18 at 7:30 p.m. and will take on Kansas City on June 26 at 1 p.m.

Reserved seat tickets to any of these games are being offered at the discount price of \$4.

Something of a Father's Day

tradition around the District is the annual weekend at Knott's Berry Farm. This year's event will be June 19 or 20 and features unlimited use tickets for the park. The park is open from 9 a.m. until midnight both days. The price to RTD employees, retirees and their families will be \$5, guests will be \$6.25. (Regular price is \$9.95.)

You may not belong in the zoo, but a trip to the San Diego Zoo on June 12 could be an exciting Saturday outing for the whole family. Charter buses will depart from District headquarters downtown Los Angeles at 8:30 a.m. for the zoo, returning to L.A. at about 7 p.m. The excursion price includes bus transportation and admission to the zoo, plus a guided bus tour of the zoo. The discounted price is only \$20 for adults, \$15 for children 3-11, with kids under three free. So, sign up today, pack your picnic lunch and join us for a great trip.

Coming up are trips to Las Vegas, Alaska, Hawaii and Puerto Vallarta so keep an eye on the Recreation Board at your work location. If you have any questions about these events call the Employee Activities office at extension 6580, or stop by the office on the Fourth Floor of District headquarters.

Unity key to growth

RTD as well as other transit systems across the nation will deteriorate rapidly unless local and state governments and the private sector join together to assume new responsibilities for funding and promoting mass transit, said John A. Dyer, RTD general manager.

Dyer addressed the issue of mass transit and urban progress to more than 400 persons attending the opening session of the 1982 Mass Transit Show and Conference April 5 at the Bonaventure Hotel. The General Manager said that federal policy changes regarding the phasing out of operating assistance for mass transit over the next three years has left systems across the nation, including Los Angeles, in a state of flux.

"A city cannot long survive and sustain its growth and vitality without a major public transportation system," Dyer said.

Los Angeles and Miami, Fla., are the only two major metropolitan areas among the top 20 in the U.S. that increased population and maintained their population densities throughout the 1970s, Dyer noted.

"As the second largest urbanized area in the United States, with a population of about 9.4 million in 1980, Los Angeles' urbanized area is larger in population than those in 41 states," he said.

The General Manager explained that in terms of "person trips," which is the standard measure of transportation, the Los Angeles urbanized area has more each day than occur in the entire state of Florida, the eighth largest state.

"RTD is the largest all-bus system in North America and the third largest transit system in the nation," the RTD General Manager said. "Approximately 1.25 million passengers board RTD buses each day throughout the system's 2,280 square mile service area, a region equivalent to the service areas of Miami, Baltimore, Buffalo, Atlanta and Washington, D.C., combined.

"The RTD is a real workhorse for the L.A. urbanized area. During rush hours 45 percent of all persons who enter the Central Business District do so aboard RTD buses," Dyer added.

However, on a 24-hour basis, the RTD carries only 24 percent of all persons entering the downtown area, which is far less than the percentage carried on transit systems in other parts of the nation, he noted.

"Private business developments currently underway in downtown Los Angeles are enormous. There are almost 14 million square feet of office, commercial, residential and other space being constructed in the downtown area. When completed, that space will add between 75,000 to 100,000 new jobs, compounding L.A.'s problems in moving people," Dyer said.

The RTD General Manager said approximately 600 to 700 additional buses will have to enter the Central Business District during rush hours in 1990 in order to deliver the 35,000 to 40,000 additional people who will



Mass Transit Show and Conference



An array of officials, including General Manager John Dyer, Governor Jerry Brown and Mayor Tom Bradley, stop by the RTD booth at the convention center to view the premiere of the District's first informational videotape. The 10-minute presentation provides a behind-the-scenes look at the nation's largest all-bus transit agency. Bradley had a city proclamation naming April 7 Transit Awareness Day.

use public transportation to and from work.

"In plain fact, the surface street systems probably cannot accommodate that many additional buses along with the 40,000 or so additional autos that will be required as well," he said.

By the year 2000, Dyer said, population projections show that the urban area of Los Angeles will increase between 2.0 and 3.5 million persons: "That is at least as much as the entire urbanized area of Baltimore and could be as great as the urbanized area of Houston."

Dyer said this growth has significant implications for all transportation: "The problem is not an 18 year problem, or a 10 year problem, it is a five year problem that is staring us in the face immediately.

"To meet this demand, as many as 30 to 40 miles of heavy rail and 40 to 50 miles of light rail must be constructed by the year 2000," he said.

Dyer said that public agencies, along with the private sector in L.A., are aggressively pursuing a major set of public transportation improvements. These include a major bus-on-freeway program, an express bus program, the preliminary engineering on up to four light rail lines and the preliminary engineering on one heavy rail line known as the RTD Metro Rail project. If commitments are made by state and local governments to support these programs, then it is likely that the bus programs will be in full operation within five years, the light rail lines within five to eight years, and the Metro Rail project within 10 years.

"Even if all the programs currently on the drawing boards were to be completed by 1995, we would still have substantially less fixed guideway transit capacity than already exists in Washington, D.C., Toronto and other cities that are one-half the size of this area," Dyer said.

"Urban progress is made when the consciousness of leaders, from whatever direction they come, is enhanced by their own recognition that they have to do the job themselves, that they cannot rely on others to do it for them, and that they contribute their resources and obtain outside resources as well.

"Public transit and urban progress are inextricably related," Dyer said.

Transit joins hunt for funds in new places

By STEVE PARKS

In these days of tightening budgets and higher costs, it seems everybody is looking for new sources of money and transit agencies coast-to-coast are no exception.

Innovative methods for financing transit equipment and systems was the subject of discussion at a seminar held April 7 at the L.A. Convention Center as part of the Mass Transit Show and Conference.

A seven-member panel discussed such diverse fundraising methods as foreign financing, sale-leasebacks and

negotiable bonds as alternatives to ever-shrinking subsidies for mass transit operations.

Thomas B. Holley, a partner in the counseling firm of Kutak, Rock and Huie; and Mark Hungerford, chairman of the San Francisco-based PLM, Incorporated; discussed a financing program in which new equipment is "sold" to corporations for tax purposes. Alternately known as sale-leasebacks or "safe harbor" financing, the transaction is in reality neither a sale nor a lease, but an arrangement made possible by the 1981 Economic Recovery Tax Act.

For example, suppose a public transit agency wants to buy a new bus, for which it has \$30,000 in local funds. For at least 10 percent of the purchase price in cash plus a note for the balance, a private corporation can "purchase" the bus from the transit company. The bus company then "leases" the bus back from the corporation, generally for an amount equal to the corporation's monthly payment on the sale. The bus company retains control of the vehicle, as well as all responsibility for maintenance, operation, liability and such.

The value of this system is that the corporation is now allowed to take the depreciation on the value of the bus come tax time, something a public agency is not allowed to do. Such arrangements are generally for terms of 13 years, at which time the agency regains ownership of the vehicle for a nominal fee.

(Last December, the District entered into such an agreement with Border Pipeline Company, a subsidiary of ARCO. Border Pipeline "bought" 770 new buses from RTD. Approximately \$4 million was received by the District as a result of the "sale".)

It would appear that everyone wins on this deal, but such sale-leaseback arrangements have been coming under heavy fire from Senator Robert Dole of Kansas, who wants to curb the flow of federal tax dollars into the business world. Large corporations, buying tax benefits from smaller, less profitable companies, are paying relatively small amounts in taxes. General Electric, for example, heavily involved in sale-leaseback arrangements, will pay only \$50 million in 1981 taxes as opposed to \$330 million in 1980.

It now appears that the tax-leasing law will be tightened or possibly repealed.

Another, more conventional method of financing mass transit considered by the panelists was the issuance of negotiable revenue bonds.

As explained by Richard Harris, vice-president of First Boston Corporation, bonds are issued, for instance, on the construction of a new rail system. Investors buy the bonds at a fixed price, for a fixed period of time at a certain interest rate.

The transit agency then uses the money received to build the rail line and investors are paid by revenues generated by the line. However, two members of the panel said that transit agencies need not confine their fundraising efforts to the United States. Foreign countries offer many opportunities for financing of equipment at good interest rates . . . provided you buy that country's equipment.

The two sides of the foreign
(Please turn to next page)



Caltrans Director Adriana Gianturco addresses the closing session of the conference. Panel chairman was Director Thomas Neusom (third from left).

(Continued from page 5)

trade coin were discussed by Dr. Walter Rice, an economist from Cal Poly, and Roger Roberts, vice-president of Project Finance for Bank of America.

Dr. Rice, after a brief explanation of the economics of transit expenditures, discussed the "ripple effect" of each dollar spent inside the United States on transit. He said that the spending of a dollar to buy a bus manufactured here translated to \$2.61 in new jobs for assembly line workers, shippers, drivers, and so on. If this money is spent outside the United States, however, this multiplying effect is lost.

Robert's contention was that a transit agency, despite obligations to the economy, must get the best deal for the least money and sometimes this is done by buying through a foreign manufacturer.

According to Roberts, the MTA in New York recently borrowed \$129 million from the Nissho Iwai Company of Japan, in addition to some \$149 million in U.S. loans. Nissho Iwai borrowed from the Import-Export Bank of Japan to cover its loan to MTA, and then began manufacturing the rail cars it will sell to New York.

New French system saves automatically

The theme of this year's Mass Transit Show and Conference was "Tomorrow's link to Urban Progress," and part of the reason that link must wait until tomorrow is because costs, both operating and capital, are impeding coherent urban development today.

That was the view expressed by T.M. (Scotty) Davidson before a crowded April 6 conference session on innovative systems and what makes them successful. Davidson is a Texas-based management consultant for Matra, a French company which was instrumental in the design and construction of the VAL system which opened last month in Lille in the north of France.

VAL is a French acronym for Light Automatic Vehicle and the system is the first major metro in the world to be set in operation using driverless trains.

Davidson said the system represents the next major step forward in transit technology, but it is a step many cities and transit agencies are reluctant to take.

According to Davidson, the world's larger cities, such as New York or London, built much of their urban transportation based on railway technology. Smaller cities, such as San Francisco or Atlanta, incorporated hardware improvements in their rail transit systems, but basically utilized the railway technology of the larger cities. Less costly bus systems, in competition with ever-increasing auto traffic, find average speeds decreasing while operating costs, dominated by high labor content, spiral upward.

The VAL system met the stringent requirements of the Lille urban community, known as the Communaute Urbaine de Lille (CUDL), which is equivalent to a multi-city metropolitan



More than 85 exhibitors presented their wares at the show, ranging from ATE Management to XYZYX Information Service. Rear, a restored P.E. Red Car attracted a lot of attention. Show was open free to public April 7.

government agency in the U.S. CUDL covers an area with a population of 1.2 million and serves four major cities and 83 separate municipalities.

According to Davidson, the total cost for the 8.4-mile double-track system and its 18 online stations was \$330 million, about one-half the estimated completion cost for the Baltimore Rapid Rail project, which will serve approximately the same patronage on a line of equal length and complexity.

"There are three fundamental reasons for VAL's economical cost and performance numbers," said Davidson in an interview following his presentation. "These are 100 percent automation, rubber-tired, single-axle bogies and use of narrow gauge."

Davidson discounted skeptics who contend automated systems are still unreliable, unsafe and uneconomical, pointing to the successful automated transit project at Morgantown, West Virginia, (which he helped direct) and to similar systems in use on a smaller scale at airports, such as in Houston.

"Some of the benefits are easy to see," he said. "With no driver or car attendant on the vehicle, the cost of salaries for same disappears from the operating budget."

A second, less obvious, benefit is that service frequency is decoupled from operating cost under automation, according to Davidson.

"To illustrate, a single vehicle with a service interval of five minutes costs no more to operate than a three-car train at 15-minute intervals," he said, adding that the shorter train configuration also saves money by not requiring the construction of huge stations to handle longer trains. This is especially effective for underground stations and one-third of VAL is underground.

Running the system on rubber tires, as opposed to steel wheels on rails, permits higher acceleration and deceleration rates, which contribute to short

headways, high average line speed, short trip times and, therefore, minimum fleet size.

The use of narrow gauge saves money in construction costs for tunneling or erecting aerial guideways, since less soil has to be removed and less concrete poured.

"We now have in operation a full scale urban transit system which offers the potential for substantial reduction in operating subsidies," Davidson concluded. "Now, we can begin to talk about meeting costs from the farebox and, in this era of tight money, that should be the best news of all."

Sessions stress link between industry, transit

By STEVE PARKS

There is an undeniable link between efficient government business and good public transportation, stressed RTD Board of Directors member Thomas Neusom, addressing a panel of transit experts at the final session of the 1982 Mass Transit Show and Conference.

"The challenge, as I see it for Los Angeles, is to achieve a system that will assure that every individual has a reliable, comfortable, timely and safe form of transportation," Neusom said. "Our assignment is clear: We must make certain that the public and its elected representatives understand the benefits of good transportation and award transit the resources and priorities it deserves."

With local Channel 2 news anchorman Jess Marlow acting as moderator, the panelists highlighted examples of ways in which business and government have combined to meet transit needs.

For example, in Santa Clara County, in the heart of the heavily industrialized "Silicon Valley," a

group of manufacturers are supporting their region's efforts to solve many of the same problems facing the Los Angeles area.

An organization called the Santa Clara County Manufacturing Group was formed in 1978 under the direction of David Packard of the Hewlett-Packard Company. The group acts as a liaison between the large manufacturing community, county residents and local government agencies on issues of mutual concern, such as commuter transportation, housing and energy supplies.

The group currently represents 80 manufacturers and banks which employ a total of more than 180,000 people.

A pragmatic working relationship has developed between the public and private sector, according to Peter Giles, president of the group. Private support from area businesses for public transportation measures has increased dramatically on issues ranging from vanpools to a proposed light rail transit system which would reduce congestion along a major transportation corridor in the region, Giles said.

This new attitude among businesses is one of "advocate, cooperate and support," group Vice-President Edie Dorosin told the conference attendees.

Santa Clara County Supervisor Rod Diridon indicated his county as on its way to resolving many of its transit problems. He said that the strong leadership role that has been taken by the manufacturing group was largely responsible for the region's new-found ability to tackle its transportation problems.

Adriana Gianturco, director of California's Department of Transportation (Caltrans), discussed some of the problems which transit agencies face on a statewide level. At the top of the list, of course, is money, she said. With federal and state budgets tightening, Gianturco said that mass transit must seek funding on a local level.

"The tendency has been to look to Washington (D.C.) or Sacramento for funds, not toward the local scene and this is simply going to have to change," the Caltrans director said.

Transportation officials from Washington, Texas and New Jersey also spoke on some of the major transit problems in their home states, and all stressed that involvement on the local level had played an important part in the solutions to their problems.

David Grayson, the secretary-treasurer of the Southern California Transportation Action Committee, urged Southern Californians to become involved in the transportation issues confronting them, and to take the necessary measures to turn concepts and outlines into action.

Director Neusom concluded the session by saying that the solutions to the challenges ahead require "a united effort in behalf of transit; a cohesive effort on the part of all to make certain that the general public is made aware of the need for, and the value of, a strong public transit system."

Steve Parks is a public relations major at the University of Southern California, working as a student intern in the RTD News Bureau.



Management Assistant D. Lynn Montano helped staff the Regional Transit Training Center booth and played a tape of one of the center's training programs for interested passersby. The federally-funded center is administered by RTD.

TRIPPERS

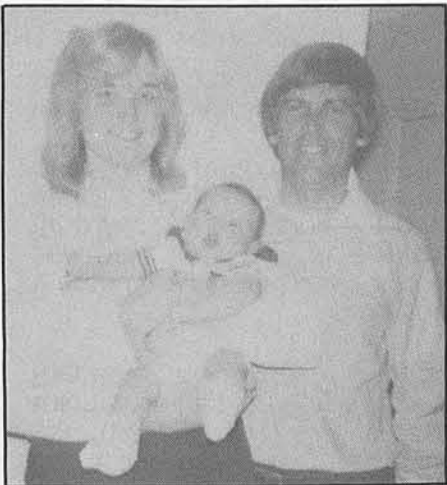
Lucky little Lee . . .

Tom Jasmine, an Instructor of Vehicle Operations presently attached to the Stops and Zones Department, is a good person to have around in a pinch. Just ask his wife, Nancy. The couple were expecting their second child in late February. By March 7 the baby was two weeks overdue and they were considering entering the hospital to induce labor.

However, once the baby decided it was time to put in an appearance, there was no stopping it. Jasmine, who has worked at the District six years, recalls that his wife felt one sharp pain signaling labor had begun, but as they headed for the hospital, she could barely walk. Tom looked and saw the baby was already on its way. So, he did what any husband would do in a similar circumstance. He fainted, right? Wrong. Tom delivered his son right there in the couple's bedroom.

Of course, before you attempt something like this yourself, you should be aware that prior to joining the District, Tom worked as a paramedic and had delivered a dozen babies in the line of duty.

Lee Gregory Jasmine, as the couple named their new son, was Tom's lucky 13th delivery. Lee, born March 7, weighed in at 11 pounds, 8 ounces. Just to be on the safe side, Tom took Lee and wife Nancy to the hospital where the pair were kept overnight for observation, found to be in excellent health and released the following morning.



Nancy, Lee and Tom Jasmine

Uniforms wanted . . .

What happens to a bus operator's uniforms when the operator no longer needs them? This is not a riddle, Sue Childs really wants to know. Childs, who runs the unique

Children's Museum in downtown Los Angeles, needs some operator uniforms to go with the city bus exhibit recently installed at the museum. RTD donated the front half of an old "new look" bus to the museum for the City Street Exhibit.

Children visiting the museum, which stresses a hands-on experience for kids, see similar exhibits of police and fire department equipment and uniforms. Youngsters would be able to try on the uniforms and get a close look at the various insignia while clambering through the bus.

If you have some uniforms or insignia you no longer need or want and would be willing to donate them to the museum, call Childs at 687-8801.

Higher education . . .

Division 18's Eve J. Roussel Scott has been named as an Education Advisor and a member of the committee for Labor Education Advisory Services (LEAS) by the Los Angeles Community College Labor Center. LEAS provides technical advice to labor union members and educational institutions with the goal of expanding adult worker education programs. Following a special training seminar for new education advisors, Eve will be able to provide counseling to fellow workers on the availability of higher education programs and financial assistance, such as tuition reimbursement programs available through work.

Willowbrook rides again . . .

The Los Angeles County Transportation Commission has unanimously approved a resolution declaring its intent to construct a light rail line between Los Angeles and Long Beach. Adoption of the resolution moves the project out of the feasibility study phase and forward into preliminary engineering, environmental assessment and right-of-way negotiations.

If projected cost and patronage figures, construction schedule and environmental impact data are confirmed during PE; and if an agreement can be reached with Southern Pacific Railroad for the use of its right-of-way, commission plans call for light rail service to be operating by early 1987 over what used to be the Pacific Electric's Willowbrook Line.

Funds for PE work, estimated to cost upwards of \$3 million, will come primarily from state Proposition 5 funds. The commission also indicated it would study three additional light rail routes in the country and reaffirmed its commitment to building the Wilshire Corridor Metro Rail Project, currently in preliminary engineering at the District.

Crowning achievement . . .

Division 8 operator Gary Misrack

and his wife, Jo, who make their home in Lake Los Angeles in the Antelope Valley north of Los Angeles, are understandably proud of the fact that their daughter, Debbie, has been named the community's first Miss Lake Los Angeles.

A 19-year-old student at Antelope Valley College where she majors in journalism, Debbie has worked as a reporter-photographer for nearly two years on the Valley Press. She will graduate this June and hopes to continue her education at California State University, Northridge.

Operator Misrack, who has been at the District six years, moved his family to Lake Los Angeles in 1979.



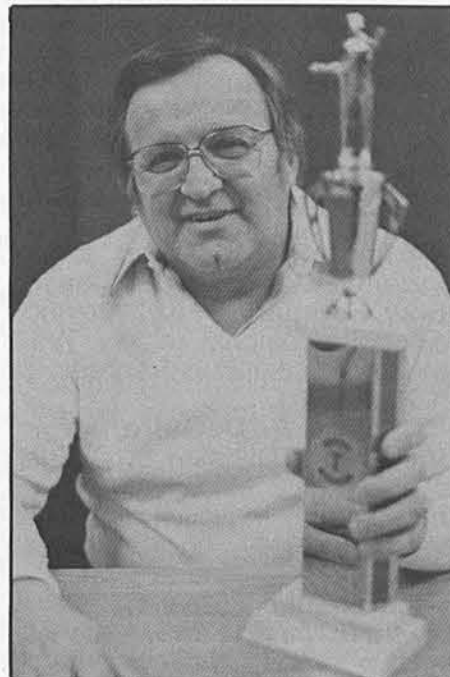
Debbie Misrack

Give him a hand . . .

Often, it's not what you say, but how you say it. Just ask Supervisor of Layouts Art Issoglio. Art, who pieces together the timetables RTD issues to its riders, recently took top honors in a Toastmasters Area 8 Speech Contest, representing RTD Toastmasters Club 1063 at the annual competition.

Issoglio, who has attained a Competent Toastmaster (CTM) rating in the international speakers organization, gave a speech titled "Two fingers up, one thumb out," which is how you say "I love you" in the language of signing used by deaf people. Issoglio's speech was about the various sign languages now being used.

RTD Toastmasters Club 1063 meets each Wednesday during the noon hour in the third floor training room adjacent to the Transportation Department at District headquarters. Meetings are open to anyone who wishes to overcome their fears of public speaking, or wants to learn how to become a more effective public speaker.



Art Issoglio

The new mini look . . .

RTD minibuses operating on four routes in Pomona (Lines 451-2-3-4) have a new look. The traditional surrey with the fringe on top buses have been replaced by roomy, 30-foot intermediate-sized buses offering more room and a

seating capacity for 35 passengers.

Known as 4000 series coaches, the 30-foot vehicles are part of a fleet of 79 special buses the District uses in hilly residential areas or where streets are narrow, twisting or heavily congested.

Only 13 of the original minibuses are left and those are on their last legs, according to Rich Davis, general superintendent of maintenance and equipment for the District.

Looking good . . .

Radio Dispatcher Clyde McLean thinks his daughter is a model child. And she is. His 17-year-old offspring, Tracey Lee McLean, recently completed a modeling course through the New York West modeling agency. The Newport Beach agency is now representing the 5-4 brown-haired, blue-eyed beauty.

Tracey is presently finishing her last year at Buena Vista High in Mira Loma, where the family makes its home. She keeps her model-slim physique in shape by actively participating in sports. Her favorites include skiing, swimming and volleyball.



Tracey McLean

Look who's here . . .

Division 5 operator Avery P. Simmons and his wife, Edna, have announced the arrival of the fifth addition to their family, an 8 pound baby boy they have named Jamaal Monte. Born March 29 at 8:21 p.m., Jamaal joins siblings Enasha (2), Keba (4), Dewonald (6) and Charles (8).

Division 9 operator Frederick E. Hidalgo and his wife, Theresa, are the proud parents of a new baby girl, born March 19 in Fontana. The couple's first girl, Denise weighed in at 9 pounds, 7 ounces and was 20½ inches long. She joins brothers Daniel (6) and Erik (3).

Division 7's Douglas Carter and wife Meryle have announced the arrival of their daughter, Geneva, born March 16 at 10:52 p.m. in Centinela Hospital. The 5 pound, 11 ounce girl was 19 inches long.

Charles J. Thayer of Division 8 became a grandpa for the second time, and the event took place on February 3, just two days after his 47th birthday. Charles' daughter Debra, and her husband Roger Decker, had a baby boy, 7 pounds, 3½ ounces, which they have named James Alan.

Worth waiting for . . .

You might say that retired District employee Frank J. Nicoletti thinks that if something is worth doing, it's worth doing for a long time. Frank had 32 years on the property when he retired from Division 1. Now, on June 7 of this year, he and his wife, Doris, will celebrate their 50th wedding anniversary. Among those gathering in Glendale for the Golden Anniversary celebration on June 5th will be the couple's seven children, 12 grandchildren and four great-grandchildren.

Tell us about it

Trippers is intended to be short articles about you and the company you work for. To publicize news about your personal achievements and those of your family, whether it concerns births, graduations, marriages, anniversaries, special awards or other such accomplishments, simply fill in the blanks below. Use additional sheets if necessary. Send to David Himmel, Headway Editor, 425 S. Main St., Los Angeles 90013. Or, simply submit your information via company mail to Headway, Location 32.

Name: _____

Badge number: _____ Work location: _____

Home telephone: _____ Work telephone: _____

Event: _____

Date occurred: _____ Place: _____

Other facts: (Please print) _____

Retiree recognition

A number of District employees shifted gears into retirement and were presented commemorative plaques at a special Board Room ceremony by Director Gordana Swanson and General Manager John Dyer (rear). In alphabetical order the retirees were Division 9's Louis Alvarez (34 years), Division 8's Calvin Baptiste (11 years), Division 9's Donald Bradley (30 years), Division 1's Thomas Copeland (23 years), Division 8's Carl Davis (10 years), Division 9's Ronald Harris (22 years), Division 3's Robert Harter (36½ years), Division 3's

Vincent Kochanski (29 years), Instructor of Vehicle Operations William Liles, (34½ years), Division 3's John Menzies (19 years), Division 3's Evan Meyer (39 years - the number one man on the operator's seniority roster), Division 18's Richard Patton (36 years), Division 18's Ernest Pena (24½ years), Division 1's Henry Perry (10 years), Division 9's Frank Pocius (29½ years), Division 8's James Stevens (25¼ years), Division 4's Frank Summer (33 years), Division 18's Nathaniel Walker (19 years), and Division 8's Sylvanus Williams (13½ years).



SCHEDULE CHANGES

Moving Up

Kent J. Barcus, from programmer to programmer analyst.
Marjorie Boeche, from relief ticket clerk to service director (temp).
Donald Bogenoff, from mechanic B to mechanic A.
Lyle Bradley, from service attendant to mechanic C.
Winston Buchanan, from mechanic B to mechanic A.
Abdul Chawdhry, from mechanic B to mechanic A.
Randall W. Criss, from cash clerk to service attendant.
Jerri Culton, from service attendant to mechanic C.
David C. Diehl, from service attendant to mechanic C.
Rosetta Drake, from service attendant to mechanic C.
Mary Lou Echternach, from community relations representative to community relations coordinator (temp).
Tommy Elisaldez, from mechanic C to mechanic B.
John Foley, from utility A to mechanic C.
Gary Harrell, from data processor operator II to computer operations supervisor.
Essie Harris, from service attendant to mechanic C.
Axel Heller, from stock shop clerk to service attendant.
Robert Hernandez, from accounts payable clerk to cash clerk.
Linda Hill, from typist clerk to mileage clerk.
Ida Houston, from utility A to mechanic C.
Patricia A. Jones, from cash clerk (temp) to cash clerk.
Silvio Macias, from service attendant to mechanic C.
David McDaniel, from service attendant to mechanic C.
LaRue J. Palmer, from typist clerk to wordprocessor operator I.
Gary Phillips, from mechanic B to mechanic A.
Robert Presler, from systems electronic communications technician to systems electronic communications technician leadman.
Rickman Purcell, from mechanic B to mechanic A.
Luis Ramirez, from service attendant to mechanic C.
Manuel Rodriguez, from mechanic B to mechanic A.
Albert Sampson, from mechanic A to mechanic A leadman.
Shaker Sawires, from civil engineer to senior engineer.
Donald Shields, from mechanic B to mechanic A.
Edwin C. Slagle, from mechanic B to mechanic A.
Yvonne M. Sloper, from payroll clerk to accounts payable clerk.
Orville Steenbock, from mechanic B to mechanic A.

Marian Walsh, from service attendant to mechanic C.
Vernice Wilson, from payroll clerk to cash clerk.
Jimmie Wright, from service attendant to mechanic C.

Shifting Gears

Calvin Baptiste, an operator at Division 8, has retired after 10 years with the District.
Donald F. Bradley, an operator at Division 9, has retired following 30 years of service to the company.
Carrol L. Carmichael, an operator at Division 8, has retired after 34 years of service to the company.
Joseph R. Englert, senior schedule maker in the Schedules Department, has retired with 35 years of service to the District and its predecessors.
Robert L. Harter, an operator at Division 3, has retired following 36 years on the property.
James W. Stevens, an operator at Division 8, has retired after 26 years of service.
Francis R. Walsh, an operator at Division 15, has retired following 22 years with the company.

In Memoriam

Watson E. Antis, former upholsterer at South Park Shops, passed away January 4. Mr. Antis joined the company in January, 1926, and retired after 32 years of service in December, 1958.
Jose C. Avila, former utility A at Division 1, passed away March 14. Mr. Avila joined the company in June, 1955, and retired after 17 years of service in December, 1972.
Arlington E. Davison, former operator at Division 9, passed away February 9. Mr. Davison joined the company in July, 1957, and retired after 24 years of service in June, 1981.
Charles A. DeGuire, former operator at Division 9, passed away March 2. Mr. DeGuire joined the company in November, 1922, and retired following 42 years on the property in June of 1964.
Harold Fish, former operator at Division 6, passed away March 27. Mr. Fish joined the company in May, 1942, and retired after 32 years of service in June, 1974.
Cyprien J. Gonzales, a former operator, passed away March 17. Mr. Gonzales joined the company in September, 1956, and retired after 22 years of service in December, 1978.
John A. Haberberger, a former mechanic at South Park Shops,

passed away March 6. Mr. Haberberger joined the company in October, 1945, and retired following 24 years of service in June, 1969.

Charles E. Johnson, former operator at Division 12, passed away March 17. Mr. Johnson joined the company in June, 1939, and retired after 33 years of service in July, 1972.

Ernest H. Kelso, former Foreman I in Maintenance General, passed away March 19. Mr. Kelso joined the company in October, 1953, and retired following 15 years of service in January, 1968.

George S. LeRoy former information clerk, passed away March 5. Mr. LeRoy joined the company in June, 1952, and retired after 19 years of service in October, 1971.

James H. Livingston, former operator at Division 12, passed away January 30. Mr. Livingston joined the company in January, 1953, and retired after 21 years of service in April, 1974.

Ben Lozano, former mechanic A at South Park Shops, passed away February 27. Mr. Lozano joined the company in November, 1944, and retired following 28 years of service in November, 1972.

Daniel Riveros, an operator at Division 9, passed away March 18. Mr. Riveros joined the District in August, 1968.

Frank E. Thompson, former operator at Division 9, passed away March 24. Mr. Thompson joined the District in October, 1966, and retired after 15 years of service in December, 1981.

You be the Judge

Read the operator's statement below, evaluate the diagram and then determine if the accident was preventable or not. The official judgement is printed below.

Operator's statement: I was operating eastbound on Wilshire Blvd., approaching Vermont Ave. The signal was green for Wilshire and red for Vermont. As I approached Vermont, I turned my right directional signal on preparing to make a far side stop. As I was halfway through the intersection, a northbound automobile made a right turn in front of me, causing a collision.

Answer: As a professional, the bus operator should not have turned on the right turn signal until he was well into the intersection. The automobile driver is not expected to know that there is a far side stop at this location or that the bus was coming through the intersection. The right turn signal was an indication to the driver of the automobile that the bus was going to make a right turn on Vermont. Therefore, this accident is judged **preventable**.

Williams' special actions net special commendation

On a Saturday in mid-march at about 5:30 in the evening, Division 5 operator Germaine Williams was halfway through his regular work run on Line 210.

As he approached the intersection of Florence and Crenshaw Boulevards, traveling north on Crenshaw, he noticed a green Cadillac traveling at a high rate of speed collide with one car, careen off another and crash into the rear of an RTD bus traveling south on Crenshaw.

The Cadillac, which authorities later estimated was traveling approximately 75 miles per hour, burst into flames. Immediately Williams notified radio dispatch of the accident and, grabbing the fire extinguisher on board his bus, rushed toward the burning car.

Disregarding his own safety, Wil-

liams quickly extinguished the fire and then removed a two-year-old baby girl to safety from the arms of its mother, who was trapped inside the Cadillac with two other adults. It took fire department personnel and equipment to free the others from the wreckage of the Cadillac. Police said the driver of the car appeared to be under the influence of PCP.

Authorities speculate that if Williams had not acted so swiftly in extinguishing the flames and helping restore calm and order to the accident scene, the tragedy in which 26 persons were injured could have been much worse.

For his heroic actions and for furthering the spirit of goodwill in the community, the District presented Williams with a special Certificate of Recognition.



Operator Williams (center) is congratulated by Division 5 Manager Ben Lynum (left) and Director Thomas Neusom.

COMMENDATIONS

(Editor's note: The following are excerpts from just a few of the letters received each month by Customer Relations praising the actions of District employees. Employees are notified when they receive a commendation letter, and a copy is placed in their file).

F.E. Powers, Line 428; Don Biehn, Line 433: I transferred from the 433 to the 428 and soon discovered that I had left my portfolio on the 433 bus. Immediately I went to the driver, F.E. Powers, and asked for help. He asked my name and what seat I left it on and then called by phone to the dispatcher, who contacted driver Don Biehn on the 433. Don found the portfolio and notified the dispatcher, who in turn called operator Powers to tell him the portfolio would be left at El Monte Station. This all took less than 10 minutes and I knew it was safe. Both of these employees should be commended for their courtesy. I am glad to know you have drivers such as these who have compassion for their passengers.

Fernando Torres, Line 480: I lost my wallet containing a lot of personal papers, pictures and such of no value to anyone but myself. Also, there were quite a few credit cards and about \$56 in cash. Your operator apparently found my wallet on his bus and turned it in to your Lost and Found. (All of my credit cards were in it, including all of the money). In these rough times it is heartening to know that there are still some honest people in this world.

Ricardo Perez, Division 3: It was pouring rain when the bus arrived and I was trying to get aboard with an umbrella and two packages in my arms. To my great surprise the driver got down from his seat and assisted me up the stairs, helping me with the packages. And, he had a big smile on his face. I wanted you to know how very much I appreciated this.

Alphonso N. Kaiser, Line 44: I ride his bus most days on my way to work and he should have some kind of recognition for the wonderful way he carries out his duties. He is always cheerful, courteous and kind. One day he actually stopped the bus during a rainstorm and got out to use his own umbrella to shelter an elderly lady onto the bus. One time, I remember, he stopped

the bus and nobody got off. He called back in the bus to someone to wake him up so he wouldn't sleep past his stop. Just to ride with him can brighten a person's whole day. He is an example of how a man ought to act toward his fellow man.

Sandra Crudup, Line 800: While traveling from Disneyland to Knotts Berry Farm I departed from the bus leaving my handbag on the seat. It contained plane tickets, traveller's checks and the like. By the time the driver was notified of

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.

- For sale, Canoga Park condominium, near Parthenia and De Soto. One bedroom, large livingroom and dining area, central air, dishwasher, gas stove. Beautiful location. Covered parking space for two cars. Assume first mortgage at 12 percent fixed rate for 30 years, seller will carry second for three years at 12 percent. Price slashed to \$59,000. Require 20 percent down. Call Dave at 768-3256 after 6 p.m.
- Prevent theft of your vehicle. Install a hideaway cutoff switch, automobile cannot be moved. Only \$15. After 8 p.m. call (213) 296-4905.
- For sale, reloads .223-FMJ-BT-55GR. \$135M+tax. After 1800 hours call (714) 593-3382.
- Make an offer. Nine-foot custom built sofa, gold velvet, good condition. 241-1657.
- For sale, RTD operator uniforms. Eight long sleeve beige shirts, size 15½-32; two pair of trousers, size 33 waist, 29 length; one jacket size 42. Retired from Division 18. Call (213) 675-2057.
- For sale, 1971 ¾-ton Chevy pick-up, six cylinder, column shift with 8-foot cabover camper with cooler and hydraulic jacks, three-burner stove, ice box, portable toilet. Low mileage. Sleeps five. Must sell, real clean. \$3,500. Call after 7 p.m. (714) 523-9182.
- For sale, 105-foot by 175-foot lot in 29 Palms, California. Zoned R-3. \$10,000. Call (213) 763-0342.

the missing handbag a passenger had claimed it. Your operator immediately took action and had the police called to the scene. In less than two hours my handbag and its contents were returned to me. Due to Sandra's efforts we were able to enjoy the remainder of our holiday. I wish to thank everyone who had any part in this episode.

D.L. Sanderson, Line 75: This is to commend the performance of the best city bus driver I have ever seen. He is almost always in a happy mood, giving everyone a friendly greeting when they board the bus. He clearly calls the name of each upcoming stop, which is very helpful. Usually using wit and humor, this bus driver even seems to gain the respect of the "tough guys" who, in turn, don't cause trouble for him or the other passengers.

Richard J. Kick, Line 93: We daily bus riders at the Mid-Valley Senior Center are very pleased and proud to have a bus driver who is so conscientious and courteous to senior citizens. He deserves every respect and we thought you'd like to know. (More than two dozen signatures accompanied this letter).

Lloyd M. Carlson, Line 434: I would just like to say he is a very courteous bus driver and very pleasant to be around. All of my friends and I would just like you to know that we are all pleased with his work and we hope more than this one letter comes in telling you what a great bus driver he is.

Mario G. Jaurequi, Line 28: This driver warrants exceptional praise for his courteous service. Every passenger was met courteously and with a thank you upon showing a bus pass, transfer or coinage. His great personality shows through. But important, too, he was an excellent driver. While he was schedule conscious, he did not brake either hard or fast as so many other RTD drivers do. Riding his bus was one of the few pleasurable rides I have experienced.

Dexter V. Kern, Line 480: I would like to commend him for his fine service, always cheerful demeanor and particular help. Another passenger and myself had missed the last Line 764 and boarded the 480 in the hope of getting as close to the Pomona Fairgrounds as possible. Dexter, after receiving permission from a supervisor, drove us to the fairgrounds and waited until we entered our cars. I want to express my appre-

ciation for this kind gesture on the part of one of your drivers.

Michael Ball, Line 846: It was my first encounter with mass transit in Southern California and your driver was extremely courteous, helpful and friendly. Please thank him for his great attitude.

Tyrone M. Fordham, Line 2: I have been riding RTD buses for 15 years and I have never ridden with a driver so efficient and courteous. He uses all precautionary measures for his passenger's safety as well as being extremely courteous to the elderly and handicapped passengers. His ability to speak Spanish is outstanding and all the Latinos can understand when he calls out all stops in Spanish as well as English. He also calls out all connecting lines and routes in both languages. All in all, I am quite content to put my daily commute into his most capable hands. I only wish there were more like him.

Jim Shorters, Line 4: What a fantastic driver he is, certainly he's someone to be proud of. He kept us all in good spirits on our ride from Santa Monica to Los Angeles. He had a good word for each passenger and he is one of the very few who call out the stops. And, he does it with such flair I laughed all the way to Hollywood. I ride RTD daily and encounter a lot of operators, but none can compare to Mr. Shorters. Maybe he would be an excellent candidate for Operator of the Month.

The following operators also received letters of commendation from their passengers last month.

Division 1—Dennis A. Feale, John W. Kruger, Robert S. Perrone, Brenda D. Tell, Arthur L. Austin.

Division 2—Robert G. Biedron, Larry Edwards, Jr., Cleophus Hicks, Wilbur L. James.

Division 3—C. L. Bradford, Ancel L. Rodgers.

Division 5—Thurman A. Green, R.D. Hightower, Ernest B. McCarns, Joe B. Moore, Donald Spry, James H. Wade (2).

Division 6—Robert Blair, Jr., Gerald B. Durant, Charles D. Hackett, Meredith C. Sidney.

Division 7—Lloyd Bluford Jr., A. B. Duplessis Jr., James Jefferson, Reginald B. Simon, J.L. Talamantes.

Division 8—L.S. de Guzman, Robert M. Taylor.

Division 9—Debbie M. Everett, Mike A. Licon, George W. Pepper, Martin M. Santeyan.

Division 12—Andy Anderson, Romell Tresvan.

Division 15—Dorothy J. Holt, Masu Hashimoto Jr., Louis F. Lucero, Robert J. Moore Jr., Larry Rhodes.



Now & then

The new Los Angeles Metropolitan Transit Authority (MTA), the District's immediate predecessor, was the provider of service in the late fifties when this view was photographed on Broadway looking north from Sixth St. Bus 6513 was working Line 5, which is the same route as Line 5 today. The electric streetcar behind it was on the P Line bound for Pico and Rimpau. Today, (above left) Broadway is one of the busiest retail streets in downtown Los Angeles. Because of that heavy pedestrian and bus rider traffic, the District has plans to relocate its Greyhound Ticket Office from the bus terminal at Sixth and Main to the Broadway Arcade (the building at center with the arched facade). The Arcade, which has openings both on Broadway and Spring Street one block east, can be reached by more than 20 bus lines. Tentative plans call for relocating the customer service center from the bus terminal when the lease expires in September of this year.

Program gives career-minded a helping hand

One of the main objectives in the pursuit of a career is to be promoted sooner or later, to advance as far as your abilities will take you.

To assist those operators, mechanics, service attendants and utility workers who have their sights set on rising to the supervisory ranks, the District has been offering a special training program.

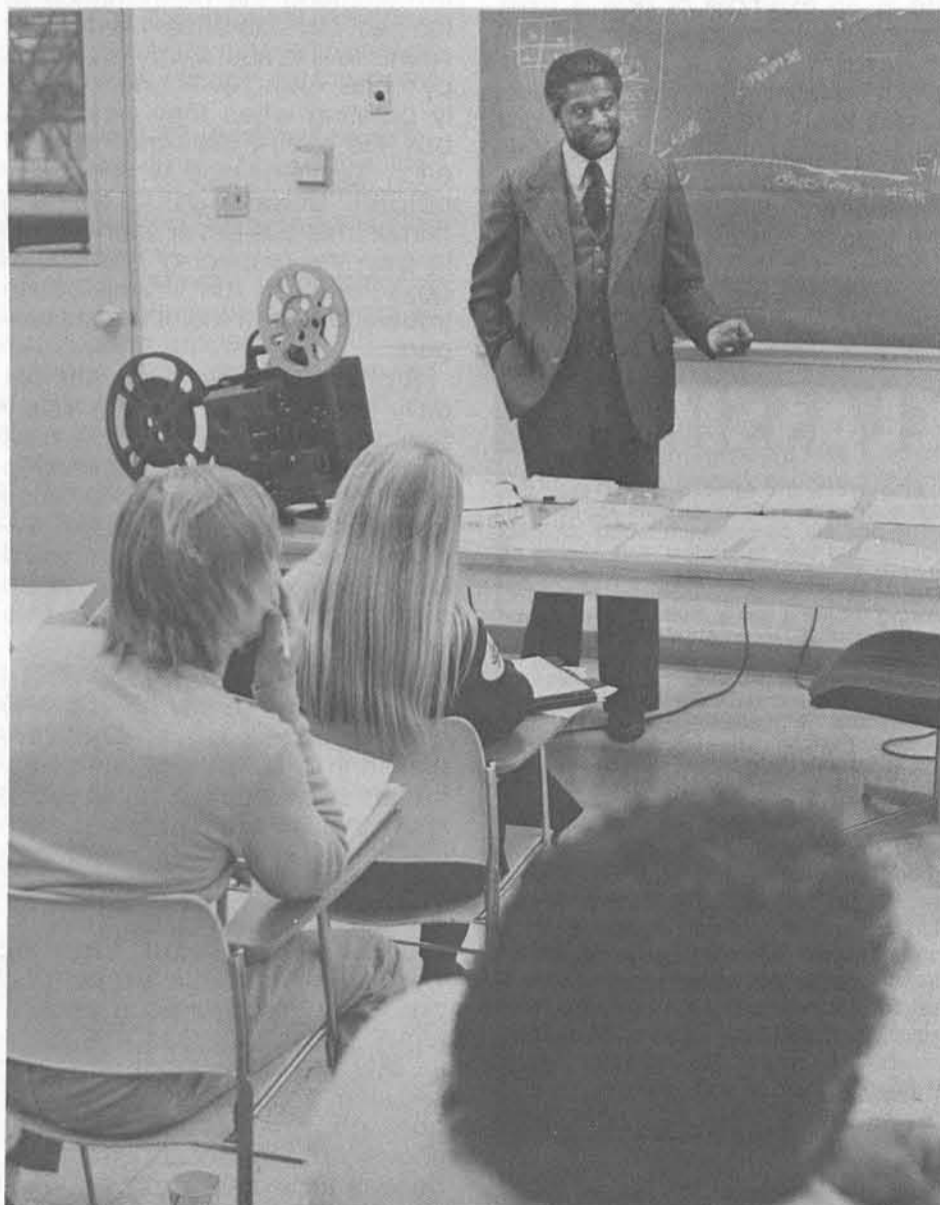
It's called Pre-supervisory Development Training and it is offered periodically by the Employee Education, Training and Development Department, usually as the demand requires it.

The purpose behind establishing the program is quite simple, according to Administrator of Employee Development Byron Lewis.

"We want to prepare employees who may be interested in applying for supervisory positions," Lewis explains. "The program offers an introduction to the job of supervision and consists of sessions on the supervisor's role, motivating employees, oral communication and career planning."

Lewis points out that participation in the program is voluntary and is not a requirement for advancement.

While there is no charge to District employees for the training program, participants are expected to attend the more than 17 hours of instruction in the classroom on their own time, outside of work hours.



To facilitate attendance, the program is generally offered in a series of three different sessions at two locations, with classes scheduled for either early morning (9-11 a.m.) or early evening (5:30-8 p.m.).

According to Training Analyst Steve Duncan, each class is limited to the first 20 employees to sign up. The program has been very well received since its inception in late 1981, he said, with six offerings to date and more anticipated due to present demand.

While participants benefit from the training they receive, Duncan points out that the District also benefits from the program.

"Part of the objective of these supervisor skills development workshops is to provide employees with a basic knowledge of supervision and management techniques which will enable a new supervisor to function more effectively in the RTD organization," Duncan said.

"The District benefits further because the training participants in the program receive helps to increase the knowledge, skills and abilities of District supervisors as well as teaching them to help develop human resources management performance behaviors for more effective supervision."

George Gant conducts a pre-supervisor workshop for RTD employees looking to become supervisors.

HEADWAY

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