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HEADWAY



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Lopez named Operator of the Year

"It's a heck of a going away present, that's for sure," said Alex K. Lopez when he learned he'd been named Operator of the Year.

Lopez, a driver on line 869 between Palos Verdes and Los Angeles International Airport, will retire on July 16 this year after more than 31 years with the District. "It's too bad I can't hold a steady job," Lopez added with a grin.

Lopez's selection was announced at a luncheon honoring the twelve Operators of the Month for 1982 held at the New Otani Hotel on March 23, 1983. General Manager John A. Dyer presented

the award to Lopez saying, "I'm sure glad I wasn't on the selection committee because you twelve operators represent the very best in the country and to narrow it down to just one of you has got to be a tough choice."

Lopez and his wife of 22 years, Lydia, lead quiet lives, he says. "We enjoy working around the house, in the garden, reading and watching TV and traveling together." Lopez also enjoys photography and collecting transportation memorabilia. "I've been collecting photos and paintings of buses and miniatures of them for

years now," he says with quiet pride. "It's quiet and gives me time to think," he added.

Linda, their only child, just married this year. "We're looking forward to being grandparents at some point in the future too," Lopez said.

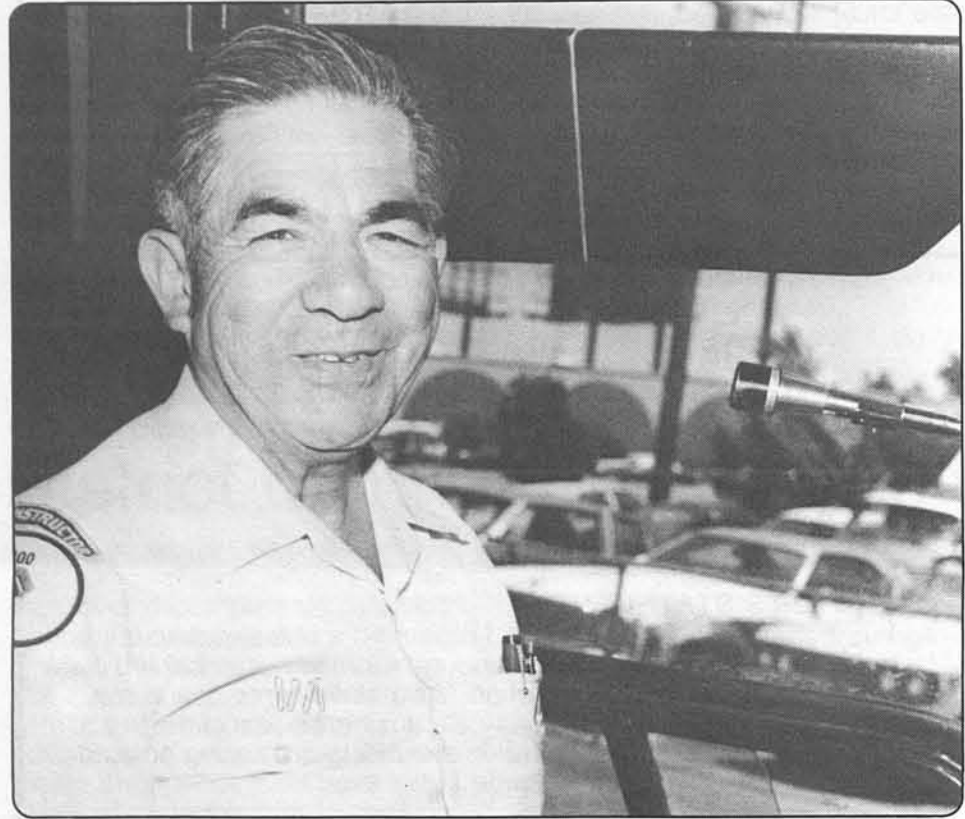
Lopez began his public transit career in 1952 as a streetcar operator and conductor with Los Angeles Transit Lines, a forerunner of today's RTD. "All I've done all these years is follow the advice one of my first instructors gave way back when I was just starting out," Lopez asserts. "He told me that the three golden rules of serving the public were Service, Safety and Courtesy. It made sense then and it still makes sense today."

As a result of his courtesy to passengers and excellent safety record, including a 25 year Safe Driving Award, Lopez has received many letters of commendation over the years from his passengers, but he takes it all in stride.

"My father taught me years ago that if you are going to do something, do it right. I'm just doing my job," Lopez said.

"RTD is pleased to acknowledge the outstanding service Alex Lopez has performed consistently over three decades," said RTD Manager of Operations Sam Black. "He sets a high standard of excellence for all our operators to follow."

Although he admits that he's looking forward to retiring this July, Lopez says one of the hardest parts of saying 'Goodbye' to RTD will be missing his regular passengers. "One of the best things about my job all these years has been the chance to observe the changes in the lives of my regular passengers. I've watched them go to school, get married, have children and now I'm seeing their children grow up. They're sort of like my extended family. You bet I'll miss them."



ALEX K. LOPEZ

New computer system

TRANSMIS means changes

As you watch the bright green characters skip across the console screen, it's hard to believe that something so familiar will so thoroughly change the way we work in the next few years. Computers, and the work they do for us, touch almost every area of our lives today and RTD is certainly no different.

Since the first of the year, one of the most ambitious computer projects ever undertaken by a transit property has been quietly taking place in the headquarters building.

Called the Transit Management Information System, or TRANSMIS for short, this multi-million dollar project will eventually impact virtually every job in the District, says Robert Pentek, Director of Management Information Systems. "TRANSMIS is a two-stage project," Pentek said. "TRANSMIS I will give RTD an almost immediate on-line system primarily for managing maintenance personnel, parts and repairs. TRANSMIS II will provide us with long-range capabilities."

Shortly after the start of the new year Stops and Zones and Telecommunications were moved out of their fourth floor offices at headquarters into new offices next to the Main Street ticket office. The TRANSMIS consulting firm, Peat, Merrick and Mitchell, then moved into the vacated space and set up shop, where they are working with District personnel from a variety of departments designing, testing and implementing the system.

Already partially complete and currently in operation at all 15 of RTD's operating divisions, the TRANSMIS program promises to make individual jobs easier, increase productivity and save the District millions of dollars every year. Forecasted savings from TRANSMIS I, once fully implemented, approach the \$7½ million mark annually and as much as \$38 million over a five year span. TRANSMIS II should add almost \$9

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COMPUTERS — Art King, from Telecommunications, double checks one of the components in the new TRANSMIS system.

You Be The Judge

Feature gains popularity

For the last two years *Headway* has been running "You Be The Judge" as a regular monthly feature. Recognizing a good thing when they see it, other transit properties across the country have begun reprinting it as well.

With street names and other details altered to reflect their own cities, editors at house publications from Phoenix to Cincinnati are either already using the feature or planning to in the near future. Part of the column's popularity can be traced to the involvement it invites on the part of readers says Julie Sander, employee newsletter editor at Phoenix Transit System in Phoenix, AZ.

"Most people like having their opinion asked for, or making a guess at something," she says. "Safety is always a priority here at PTS and we employ a variety of techniques to point this out to our operators," Sander added. "Part of the appeal 'You Be The Judge' has is that it acts as a strong safety reminder without lecturing."

Each month the column describes, with narration and a diagram, a bus accident drawn from the files of the Safety Department. The reader is then asked to be "The Judge" in deciding for themselves whether the accident was preventable or not. The actual determination, as arrived at by the Safety Department, also appears with the column so readers can match their answers with the official decision.

As might be expected with articles of this nature, responses vary to the cases presented each month. "What we often find is that those in disagreement with our decision have usually 'read in' factors which were not mentioned in the article," comments Joseph Reyes, Director of Safety. "We don't mind receiving calls from operators with differing opinions, in fact, we welcome them. Suggestions and challenges to the 'You Be The Judge' articles support our contention that employees care enough about safety to read the articles and voice their opinions," Reyes added.

In fact, response to 'You Be The Judge' has been generally so

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RECREATION NEWS

Share Inc. has been committed since 1953 to raising money and supporting projects on behalf of the mentally retarded. Once a year Share goes on stage to present its spectacular "Boomtown", a coming together of entertainment superstars. For the first time this event is open to the public. On Saturday, May 7 at the Universal Amphitheatre you can see a night to remember with stars . . . Donna Summer, Kenny Rogers, Dean Martin and Sheena Easton. The \$37.50 price includes a \$25.00 tax deductible donation to SHARE.

The Greek Theatre is back in action for the spring and summer. Starting the District's discounted list of entertainers are:
 The Whispers - May 13
 \$16.00 tickets for \$15.00
 The Oak Ridge Boys - May 20
 \$15.00 tickets for \$14.00
 Engelbert - May 29
 \$15.00 tickets for \$14.00
 Harry Belafonte - June 3
 \$17.50 tickets for \$16.50
 Frank Sinatra - June 16
 \$25.00 tickets for \$24.00

The Dance Theatre of Harlem returns to the Pasadena Civic Auditorium, 300 East Green Street, May 14-15 for three exciting performances:

Saturday, May 14, 8:30 p.m. The Four Temperaments, Wingborne, Troy Game, Graduation Ball
 Sunday, May 15, 2:00 p.m. Graduation Ball, Sylvia Pas de Deux, Firebird
 Sunday, May 15, 8:00 p.m. Square Dance, Pas de Deux, Firebird Evening \$20 Orchestra seats \$18.00 and Matinee \$17.50 Orchestra seats \$16.00

Save 50% on tickets to the Los Angeles Ballet, Friday, May 27 at 8:30 p.m., the Beverly Theatre, 9404 Wilshire Blvd. \$18.50 tickets for \$9.25. The company will be performing Swan Lake Act II, Allegro Brillante, La Source and Rhapsody on a Theme of Paganini (Los Angeles Premiere).

The Renaissance Pleasure Faire continues this weekend and Memorial Day at the Paramount Ranch in Agoura. Enjoy parades,

courtly dances, celebrations of Elizabethan England, rare crafts and hearty food. Regular admission \$11.50 discounted to \$9.00

FREE BOWLING party for those interested in forming an RTD bowling league at the Hollywood Legion Lanes, 1628 N. El Centro in Hollywood. The party includes 3 free games of bowling, shoe rental and will be held on Friday, June 3 at 6:30 p.m. The league will be a 12 week summer league featuring prizes and trophies. Bring the whole family to this free night of bowling and try your hand at a great individual sport.

The Los Angeles Civic Light Opera's 46th season at the Music Center opens with Anthony Quinn as Zorba on June 5 at 7:00 p.m. The \$25.50 Orchestra seats are on sale for \$23.50.

Tickets available for the 9th Annual San Diego Jazz Festival on June 10-11 with some of the biggest names in music today. The artists scheduled to appear are:

Friday, June 10, 7:30 p.m.
 The Gap Band, The Zap Band, Maze with Frankie Beverly Cameo, Cheryl Lynn.
 Saturday, June 11, 7:30 p.m.
 Luther Vandross, The B'Jays, The Dazz Band, Evelyn King
 \$17.50 tickets for \$16.50

For information on these and all other recreational activities please call the Employee Activities Department, Extension 6580.

RTD BASKETBALL

BASKETBALL LEAGUE PLAY-OFF'S ARE COMING IN MAY. CHECK BULLETIN BOARDS OR EMPLOYEE ACTIVITIES (x6580) FOR GAME SCHEDULE

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Feature gains popularity

positive that its taken most of those involved in the column a bit by surprise. "We expected response from our own operators, of course," says Manager of Operations Sam Black. "But I was thoroughly surprised when I learned that other transit agencies had begun reprinting it. I don't think we even took that possibility into account when we set the program up," Black added.

Part of the column's strength also lies in that a reader doesn't need to be a bus operator to use the information it provides. " 'You Be The Judge' has good applicability to everyday defensive driving," Black pointed out. "Reading it helps us all become more attuned to situations we all face in traffic every day, whether we're driving a bus or our own cars," he added.

In Cincinnati, the column's format proved to be the key that prompted its use. "We read *Headway* every month here, and we felt that this type of visual treatment of the safety message was effective," commented Judy Primack, Communications Manager for Queen City Metro. "It's graphic, very visual and successfully invites the reader to not only interact but think about safety as well," she added.

All is not as simple as it appears though, at least for the person who has to put 'You Be The Judge' together each month. "You'd be surprised how difficult it can be sometimes to find an accident in our files that lends itself to this sort of treatment," says Frank Larson, an SCRTD Safety Analyst. "The examples we use can't be too obvious or easy or the message gets lost. On the other hand, we can't make them too hard or we find that we can't fit enough of the pertinent information from an accident into the limited space we have to justify or make sense of the decision we reach," Larson added.

Meanwhile, the saga of 'You Be The Judge' continues to develop on a number of fronts. While we continue to run the column each month in *Headway*, Julie Sanders is using it in her publication while their Safety department develops a similar concept for their own use in Phoenix. Here at RTD, the Maintenance Department is looking at developing a similar feature column. "Based on a suggestion from one of our mechanics, we're looking into the possibility of developing our own 'You Be The Judge' for our accident prevention program," says L.R. Davis, Director of Maintenance.

In response to the number of requests received recently for permission to reprint the column the Safety Department has developed a entire package, similar to a press kit, that can be mailed to any requesting agency. The package includes several complete "You Be The Judge" columns, a release granting the District's permission to reprint the articles and a short statement describing the program and its goals.

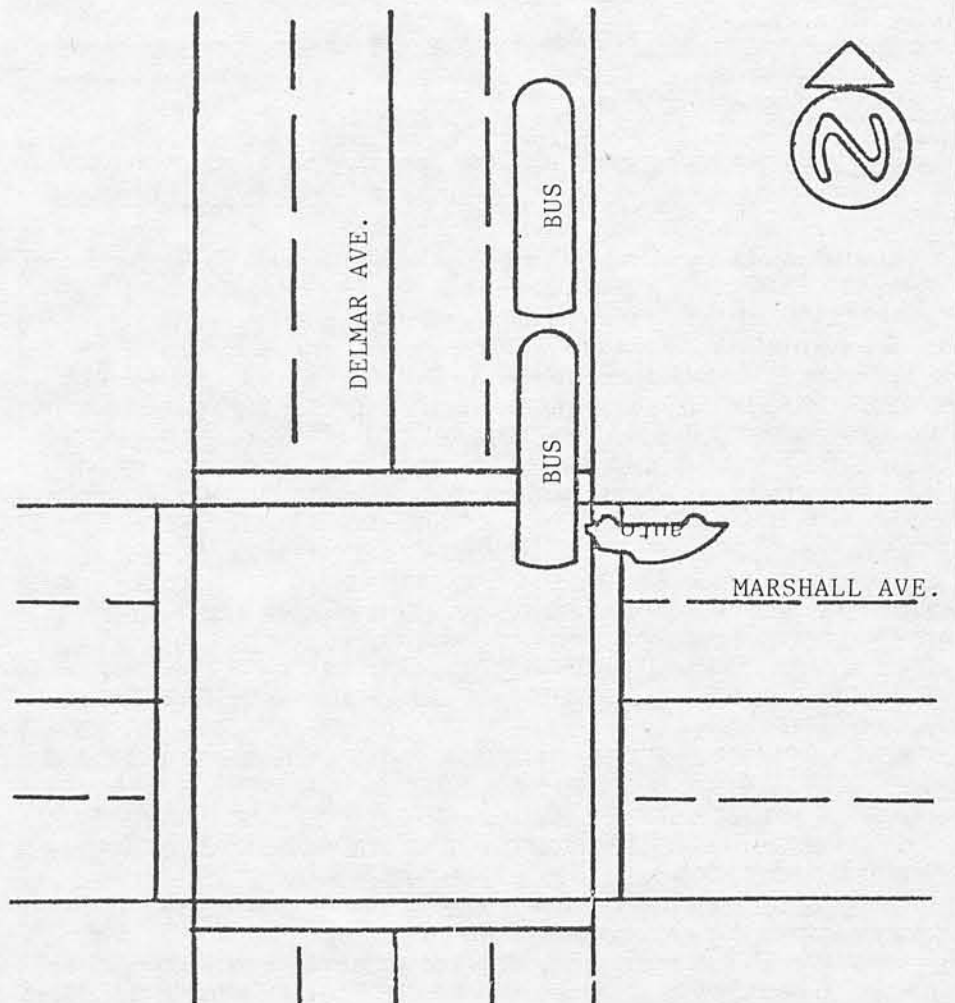
Based on recommendations received from operators who scrutinize the articles each month, at least one further improvement in the format is being implemented by the Safety Department. "In future articles we will be including a 'Safety Tip and Reminder' highlighting the key rule, standard or principle demonstrated by the accident scenario," says Safety Director Reyes. "After all," he added, "there's absolutely nothing wrong with trying to make a good thing better."



You be the Judge

OPERATOR'S STATEMENT:

As I approached the intersection, I observed a bus standing in the far side bus zone. Thinking I had enough room to pull-in behind it, I continued through the intersection. As I pulled into the zone, I realized I had misjudged the distance, causing the rear of the bus to extend into the intersection approximately 10 feet, causing an automobile to collide with the right side of the bus.



Being a professional, the operator should have been reading the traffic pattern and observing what was ahead of him. If he would have been alert, he would have either waited in the curb lane near side, until the bus had departed or if the bus was disabled he would have parked parallel and ahead of the bus to protect the right side so as not to allow traffic to pass between the bus and the curb. Therefore, this accident was judged preventable.

ANSWER

Preventive medicine and diet mean healthier life

Preventive medicine is the cornerstone of good health. Preventive medicine is the science or preventing the loss of good health and avoiding disease. This includes eating well and good nutrition.

To practice preventive medicine, you need to see your physician and dentist. You need to know if your body is functioning as well as you think it is, and as well as it should be. You also need to practice good nutrition, exercise on a regular basis, and finally, you need to practice stress reduction techniques.

Perhaps, if I were to make a list of what I think makes up preventive medicine, good nutrition and a good environment would both head the list. "We" will tackle proper nutrition because it is the easier of the two to modify since you might not want to sell your home, move from your apartment, sell your car, change jobs, etc. In other words, be concerned about the things you can change and accept those things over which you have no control. Each of us *can* control our appetites and what we eat even though sometimes it seems impossible.

Our choices of food usually are governed by cultural, racial and personal preferences. If you were raised in a meat and potatoes environment, with starchy desserts after the main meal, it may follow that you aren't fond of vegetables.

You might not like them now but with careful retraining and a desire for balanced, proper nutrition, you can cultivate a taste for the different foods that will balance your diet. The balancing of your daily diet is important to your sense of well-being because improved health through proper nutrition sharpens your senses. Proper nutrition should be built on foods

Two (2) servings of milk or dairy products. This can include yogurt or cheese; Jack, Swiss or cheddar. This doesn't include ice cream or frozen yogurt.

Four (4) servings of 100% whole grain or cereal products. This can include corn tortillas, freshly popped pop corn but not sugared cereals, white bread, flour tortillas, crackers or cookies.

high fat and salt content.

To accommodate children, you would add two (2) more servings of milk or milk products. For pregnant and nursing mothers, you would add three (3) for a total of five (5) servings of milk or milk products.

Become aware of what you eat and what you purchase for your family. Read the ingredients listed on each package you have at home. This way, you can make a judgment as to the nutritional value of the food. If the food or product says vitamin enriched, that means that the original food has been altered and actually has a lower total nutritional value and it means the food has less rather than more vitamins than the original food. In processing foods, chemicals are added to the foods to stabilize color, flavor, and texture. Processing alters the natural flavor of foods making them taste flat and have a mushy texture. That's why manufacturers add salt to the processed food. A final note; most processed foods are higher in calories than their natural counterparts, due to the added sugar and fats.

This, then, is the first step to the practice of good health; that of examining what you eat and practicing good nutrition for you and your family. See how you can improve in your daily diet and how you can return to a better and less processed way of eating.



TO YOUR HEALTH

By Elia Borja, RN
Visiting Nurse

which are fresh and unprocessed. It also means cooking the fresh vegetables properly, so as to retain the vitamins, color and texture that was originally found in the food. Steaming your vegetables for a short period of time is better than drowning them in cups of water, leaching the vitamins and minerals from the vegetables and making them mushy.

My own personal recommendation for a well-balanced proper diet is one that I follow myself. The following list is for an adult's daily diet:

Four (4) servings of fresh fruit and/or vegetables. This can include fresh fruit juices but not fruit drinks or canned sweetened fruit.

One (1) serving of leafy green vegetables. This can include brocolli, romaine lettuce, spinach, kale, collards, mustards or any type of greens.

Two (2) servings of legumes (pinto beans, soy bean, etc.) or meat, preferably chicken, turkey or fish. This does not include luncheon meats, hot dogs, bacon, sausage or ham because of their

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District committment spurs computer system completion

million in annual savings and at least \$44 million in additional savings over a comparable five year period, Pentek noted.

While the Management Information System department has dealt with designing, modifying and adapting the system other departments throughout RTD have been busily engaged with their share of the program as well. Among them, Telecommunications has been installing the microwave relay network and the 'handi-teller' terminals at the operating divisions. Personnel, meanwhile, is scrutinizing job classifications throughout the District in an attempt to redefine those jobs that will be most affected by TRANSMIS and in hiring and administering personnel requirements for the project. Even the logistics have required attention above and beyond the call of duty, as it were. In the midst of all this, it has fallen on General Services to see to it that office space is cleared, cleaned and set up ready for all of the people involved with TRANSMIS.

To keep the system what computer specialists call "user-friendly," or in simple english easy to operate, maintenance people have been involved in the TRANSMIS I project from the very beginning. "Since, due to differences in our training, computer people and maintenance people talk different languages, a training group was set up by Maintenance and we taught them how to use the system. They then went back to their departments and trained their co-workers to use the system," says Systems Project Manager Farzad Mogharabi. "It's worked out really well for us as well as them because these trainers can translate our computer language into language that doesn't confuse their co-workers," he added.

Maintenance played a major role in implementing the VMS system, and by extension the TRANSMIS

program as well, Farzad pointed out. "The Maintenance Department has been involved in the entire project from the very beginning. From the selection of the vanilla package, to selecting the people to train, to traveling with us as we inspected different programs at transit agencies across the country, they were there all along," he said. "From the very beginning, this has been what you'd have to call a cooperative effort between the various departments and senior District management."

The bottom line, as it has been described, in the success of any project of this size and scope is management comittment to seeing it all the way through. "The need for the entire TRANSMIS program was first identified by our senior administrative staff," Farzad noted. "Without the complete and total comittment for the project that we've received from the very beginning from Mr. Dyer all the way down the ladder we could never have come this far, this fast with the project," he added.

VMS, or the Vehicle Maintenance System portion of TRANSMIS, as it is currently being used at the operating divisions, includes basic accounting, purchasing and bookkeeping functions as well as maintenance and personnel programs, Pentek noted. "As the system is being used today, primarily by maintenance managers to direct the flow of coaches, mechanics and parts, we're already seeing noticable dollar savings," he added.

As it is being used today, a maintenance manager can tell at a glance what the current status of any vehicle in his fleet is, how long it has been since any of a wide variety of different maintenance functions have been performed on any of those coaches, who is available to work on a bus and what the parts status is. At the other end of the user spectrum a maintenance

worker can use any of the many terminals scattered around his shop to log himself in and out of work, find out what his next job is and report the results of his inspection or the status of his job order. All in all, Farzad commented, it cuts down on the amount of time and paperwork each job requires from a mechanic. "One of the most immediate benefits of the system, as we're using it now, has been an increase in the overall number of jobs a mechanic can perform in a given amount of time," he said.

Eventually TRANSMIS I and II should allow almost any District employee to streamline their job. "The reduction in paperwork and time spent processing it alone is going to be phenomenal," Pentek said. "I'm convinced that once they get used to the system people around here are going to wonder how they ever managed to get their jobs done without it," Farzad added.

The scope and reach of the TRANSMIS program is certainly impressive. The VMS program alone is the single largest shift, over 200 programs and a change from Univac to IBM equipment, ever accomplished by any transit agency in the United States." The professional challenge itself is huge," Farzad said with an enthusiastic grin. "We're working with the most modern and sophisticated equipment and technology in the world here."

As the TRANSMIS system is designed it will not only provide more accurate and timely data than is currently available but will make forecasting needs and spotting breakdowns, whether in a coach or the organization itself, a science rather than an imprecise art. "The immediacy of our forecasting ability is going to increase a hundred-fold. Maybe even a thousand-fold," Pentek noted.

TRANSMIS is not something the District has jumped blindly into,

Farzad pointed out. "We spent a lot of time studying and learning from other transit agencies' errors before we decided on which vanilla package would best suit our needs," he said. A 'Vanilla Package' by the way, is computer slang for the on-line system as it comes from the manufacturer. "The basic TRANSMIS components came from the Chicago Transit Authority (CTA) computer system," Farzad added. "Of course, we've had to modify their system a bit. For example, we have a very limited need for computer codes for snow chains and things like that."

In addition, the TRANSMIS program is being broken down and installed in easily digestible pieces rather than as one huge on-going or linear project. "It makes more sense to build several small complete bridges across a river rather than one single long span with no support at one end," Pentek pointed out.

Not only is TRANSMIS being developed, tested and brought on-line, or into service, completely separate from the District's existing computer system so that it doesn't interfere with day-to-day operations, but once the microwave relay system is installed it won't even need to rely on telephone lines, as the current system does, for transmission. "This will provide the District with a built-in backup system, or redundancy, as we call it," Farzad added.

"Part of the beauty of the system," Farzad continued, "is that since we already had the VMS on-line, most of the people involved were already familiar with it. By building TRANSMIS onto it, rather than separate, they should find it easier to accept TRANSMIS."

"It's rather like cutting a steak into smaller, more chewable bites," Pentek added.

Collecting antique buses is labor of love

Joe Corbin likes old buses. You could even go so far as to say that he loves old buses. For the last thirteen years antique buses and the sense of history Corbin sees in them have been the guiding passion of his life.

Corbin, in cooperation with his cousin and business partner Chuck Daniels, has brought together a collection of eleven buses over the years. From a vintage 1926 Yellow Coach (GMC) double decker to twin 1951 GMC's, both among the first diesel po-

having a little fun with you.

Like anyone else who is truly a slave to a single passion, Corbin appears completely normal in general conversation. Once you touch on the subject of that passion though, he changes before your eyes. His slight body leans forward as if to add emphasis to his words, the dark eyes start to shine with the light of a true believer and his calloused hands begin stabbing the air around him as he warms to his subject. "Most people just don't see the history that a bus

auction on their lot, you know — getting rid of old props and things like that. Anyway, when he asked if I wanted to go along I said 'Sure' seeing as I didn't have anything else to do." Corbin pauses to take a sip of coffee and then continues his story. "Well, I'm not quite sure how or why I bought that bus, but when I left that afternoon my friend and I were partners in an old broken down bus. Everything has just sort of mushroomed from there," he says. About three years later Corbin bought out his first partner and since then has worked on the buses with his cousin Chuck. Corbin adds that he figures they've spent about \$35,000, primarily in maintenance costs, on their buses in the last ten years and that he and Chuck have each spent at least 100 hours in repairs and maintenance. In return they have generated about \$6,500 in fees from movies and television. "As you can see," Corbin adds ruefully, "This is a labor of love, not profit."

for everyone," Corbin says. "We make no demands on RTD time, employees, parts or money in return for the storage space and RTD has the use of the buses whenever they like without having any of the maintenance or repair costs they would have if they maintained the collection themselves." As one example of how well the arrangement works, just last month Corbin, Chuck Daniels and good 'ol No. 1005 delighted hundreds of visitors at the Grand Opening of the new Division 16 in Pomona. "We've been working with RTD on these special events since the opening of the El Monte busway in '73. We enjoy them and try to take at least one of the buses to as many as we can," Corbin added.

Eventually, Corbin says he and a lot of other bus fans and collectors would like to see his collection become the centerpiece of a transit museum here in Los Angeles. "We really ought to have one here, you know," he says. "L.A. has a unique



COLLECTION — Joe Corbin inspects several of the buses in his collection.

wered buses put into service in Los Angeles, each has its own story to tell as well as a historical significance. All of the buses in the collection also have at least one thing in common. At one point or another each of them has seen service in public transit here in Los Angeles.

Adding an average of almost one bus per year to the collection since 1970 has taken its toll in time, effort and money to repair and restore them to their original conditions. "It's what you might call a self-regulating hobby," the elfish Corbin says with a sly grin. "You work on them until you run out of money and start up again when you have some more."

Actually, Corbin says, finding the buses themselves isn't the real problem. Parts, on the other hand, can be difficult to locate. Especially for the very old coaches. "We can generally find the parts we need for any coach built since about 1940," Corbin says. "When we need parts for buses built between about 1930 and 1940 we've really got to work at finding them. And when it comes to parts for anything built before that we simply have to machine our own. There are almost no parts available for buses that old anywhere we know of."

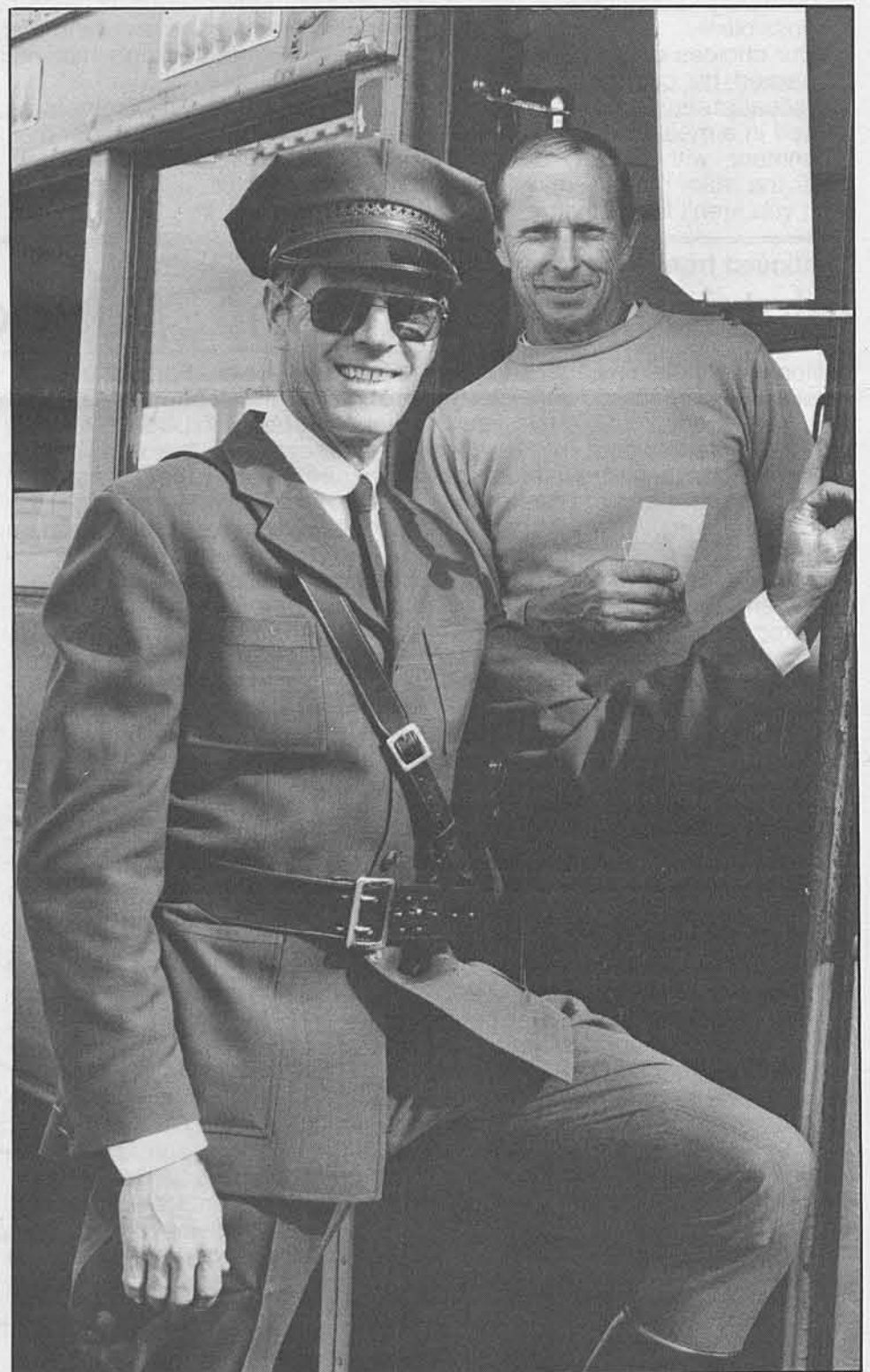
Corbin's love of antique coaches, and the work it takes to restore them, goes back to a fascination he's had with heavy mechanical equipment since his childhood. "I've always loved heavy machinery — logging equipment, trucks, trains, buses," he says. "As a matter of fact, since my grandfather and uncles were all in transportation, I've often wondered if my love for it is in any way a genetic trait. You know, something that got passed along in my genes like my hair color or something." Corbin's lined, sun-browned face lights up with its pixie smile, letting you know that once again he's just

represents," he says earnestly. "I mean, here you have this motorized piece of metal, or in the old days wood covered with sheets of metal, that has spent its life moving people through their lives. It's taken untold thousands of folks to work on time and home again. It's taken them to meet a date, to go to funerals, to christenings. Everything. My buses have all watched as entire families have grown up, had children of their own and then died. That's history!"

"Let's take just one of my buses, like that old '26 double decker No. 1005, for example," he says. Like a dynamo condemned to run forever on its own pent up energy, he's got his momentum up now and couldn't stop if he had to. "There were about a thousand of the 'Z' model Yellow Coach double deckers produced between 1923 and 1930. Out of all of them, this is the only one left anywhere in the country that still has its original engine and transmission. Los Angeles Motor Coach Company ran it along Wilshire Blvd. from 1926 to 1940 when it was replaced by the first of 88 diesel powered rear end engine GMC buses brought to L.A." Instead of being scrapped or sold as Corbin puts it, "into slavery", in some other country No. 1005 was one of many buses held in reserve as a back-up just before the beginning of World War II.

At the end of the war it was sold to MGM studios as a prop. During the next thirty years No. 1005 appeared in something less than a dozen movies. Each time with a new coat of paint and new detail work. And then, in 1970, Corbin bought it by chance.

"I had a friend who enjoyed going to auctions," Corbin continues. "One day he called me and said that MGM was having a huge



COLLECTORS—Chuck Daniels (in drivers uniform) and Joe Corbin peer out of the doorway of good ol' Number 1005 at the Division 16 opening in Pomona.

Currently the collection is stored in a small corner of Division 4 in Downey under terms of an agreement between the District and the non-profit foundation Corbin established to hold ownership of the collection. In return for the storage space, the District has unrestricted use of the buses for publicity and community relations purposes. "The agreement works well

transit history and there should be some place our kids or grandchildren can go to get some idea of the impact transportation has had on the area."

As he gets up to leave, Corbin turns and says, "You know, some folks fish and some folks knit. Others collect buses. So what's the big deal?" Then he flashes one last pixie grin, turns and leaves.

New bike heads list of coloring contest prizes

A little bit of luck and some artistic ability could have you riding a brand new bicycle this summer. All you have to do is enter and win the annual RTD Coloring Contest.

Sponsored by the Employee Activities Department, the contest is open to youngsters 14 years of age or younger whose parents or grandparents work for the District.

In addition to the Grand Prize of a new Schwinn 10-speed bicycle (or dirt bike model, depending on the age of the winner), valued at \$150.00, dozens of Magic Mountain, Disneyland and Knott's Berry Farm tickets will be awarded to first, second and third place winners in each of four categories.

It's easy to enter the contest. Here's all you have to do.

Color one of the drawings on this page using whatever artistic materials you like. Then, fill in the entry blank and send it and your drawing to RTD Employee Activities Dept., 425 South Main St., Los Angeles, Ca., 90013. Or, you can ask your parents or grandparents to send it to Coloring Contest, Recreation Dept., Location 32 via company

mail.

All entries must be received by 5 p.m. on Friday, May 20, 1983 to be eligible for judging.

Only the children, stepchildren and grandchildren of RTD employees or retirees are eligible to enter the contest and only one entry may be submitted by each child. Of course, each child must do his or her own entry.

All entries will be judged by a panel of impartial professional artists from outside the District, with winners to be announced in the May issue of Headway. Following the judging and presentation of prizes, the winning entries will be placed on display in the employee cafeteria on the third floor of District headquarters. Winning entries will be returned at that time. All other entries can be picked up in person at the Employee Activities Department, fourth floor, headquarters building.

There are four categories for contestants: 6 years old and under, 7-8 years old, 9-11 years old and 12-14 years old. Cones-

tants must enter the age category for the age they will be on April 1, 1983.

First, second and third prizes will be awarded in each age division. In addition, a Grand Prize will be awarded to the best overall entry as determined by the judges based on originality, imagination and the age of the artist.

This year the Grand Prize will be a Schwinn 10-speed bicycle or dirt

bike, depending on the age of the winner. First place winners in each of the categories will receive four tickets to Magic Mountain, good for any day the park is open. Each of the second place winners will be awarded four tickets to Disneyland, also good for any day the park is open and each third place winner will receive four tickets for Knott's Berry Farm good for Father's Day, June 19.

Coloring contest entry form

Contestant's name: _____ Age (as of April 1): _____

Employee/retiree name: _____

Relationship to contestant: _____

Work location: _____ Job title: _____

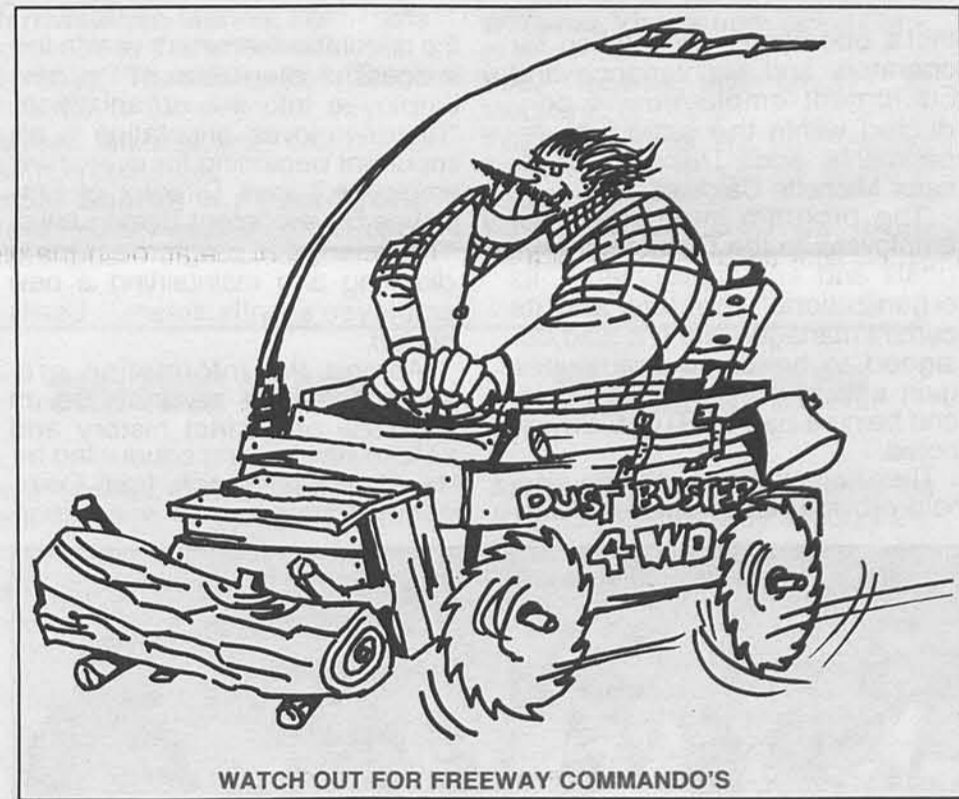
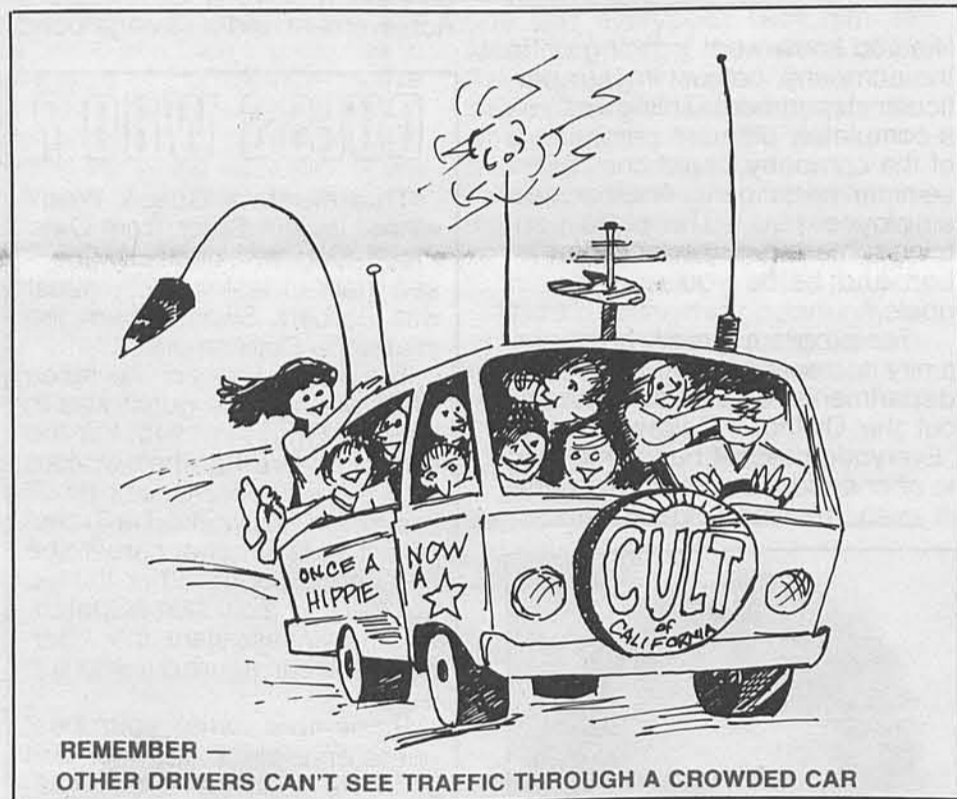
Home address: _____

Home telephone: () _____ Work telephone: _____

Art material(s) used: _____

Send to: Coloring Contest
Employee Activities Dept.
425 South Main Street
Los Angeles, CA 90013

Cartoons designed and drawn by Rubye Munsell, Bill Dutton and Dennis Dobson.



Classes explain District to newcomers

A new employee orientation seminar is presented monthly by the Employee Education, Training and Development Department. The seminars are designed to introduce all new Non-Contract, BRAC, Transit Police and Radio dispatch employees to the Dis-

an understanding of basic District policies and procedures and answer some of the most commonly asked questions concerning employee benefits including health insurance, tuition reimbursement and the credit union, Caldwell said. District management considers

booklet, including an organization chart, department descriptions, Facts at a Glance, Transit Jargon and safety information is also given to each seminar participant. Most new employees feel the seminars are effective and the time well spent. "They enable you to feel



ORIENTATION—Michelle Caldwell (left) addresses latest Orientation class. Participants included: Front (left to right) Ron Barrios, Jay Etheridge, Andrea Smith. Rear (left to right) Mildred Stewart, Rudy McCoy, Marge Hobbs, Pat Hiatt and Hector Esparza.

trict's operations. Orientation for operators and Maintenance and Equipment employees is conducted within the individual departments, adds Training Coordinator Michelle Caldwell.

The program introduces new employees to the District's overall goals and accomplishments, its organizational structure and its current management. It is also designed to help new employees gain a sense of participating in, and being a part of, RTD, Caldwell noted.

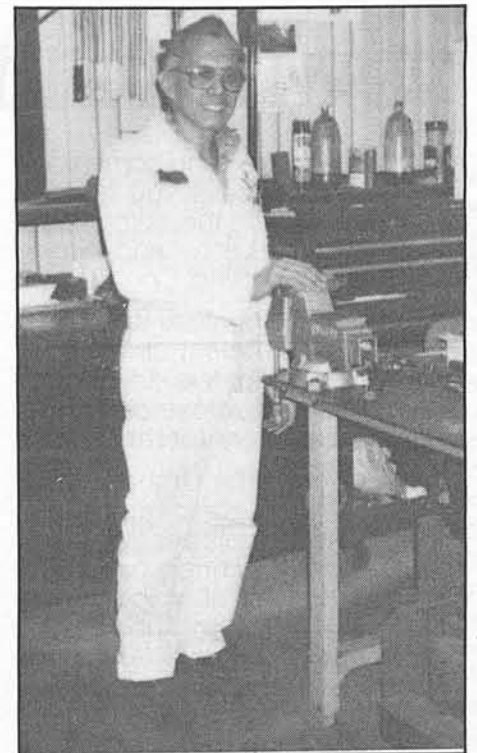
These orientation seminars also help provide new employees with

the orientation seminars vital to the successful integration of the new employee into the organization. "New employee orientation is an important beginning for every new employee," says Director of Employee Development Byron Lewis. "The orientation program assists in directing and maintaining a new employee's enthusiasm," Lewis added.

Among the information presented at each seminar are an overview of District history and a Metro Rail briefing conducted by Mary Lou Echternach, from Community Relations. An orientation

like you know what is going on in the company, not just in your particular department. This gives you a completely different perspective of the company," said one recent seminar participant. Another new employee said, "The class contains some very important information and helps you to set your goals."

"The program is really an opportunity to meet people from other departments, as well as learn about the District," Caldwell noted. "Everyone present has something to offer and I learn something new at every meeting," she added.



WINNIE SCHARDIJN

Schardijn named Maintenance employee

Wijnand (Winnie) Schardijn, an 11-year veteran with the District, was selected as South Park Shops' Maintenance Employee of the Month for April 1983, and the choice of Schardijn was a popular one among his fellow employees.

As April's Maintenance Employee of the Month, Winnie Schardijn will receive a Certificate of Achievement and a savings bond.

GUESS WHO?

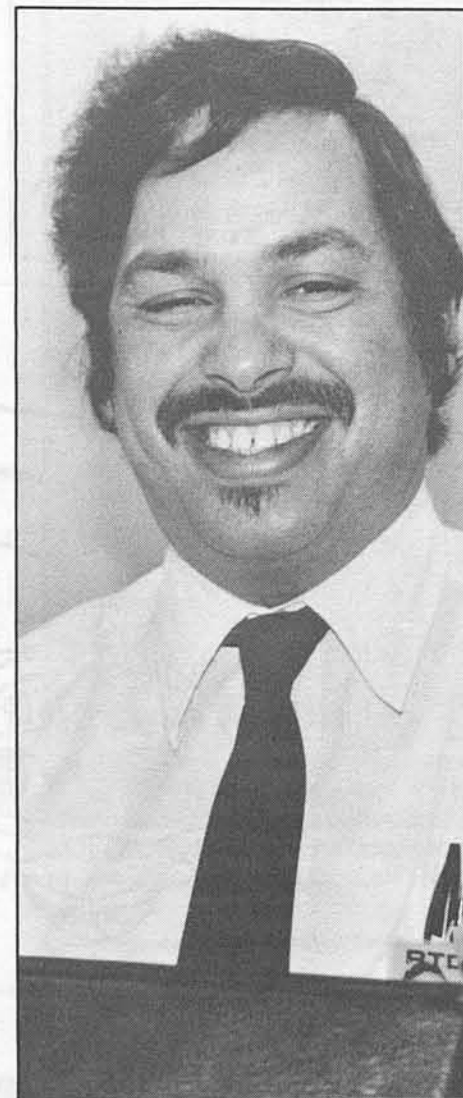
This month's Guess Who? winner is Judi Sorci, from Data Processing, who correctly guessed that our last mystery guest was Barbara Swaine, from the Insurance Department.

The picture for April was taken when our mystery guest was in the First Grade in 1945. For the entire 12 years that she's worked for the District our Guess Who? this month has worked in Transportation. During her career she has been, among other things, an operator, a division dispatcher, and an assistant manager. See if you can figure out who she is.

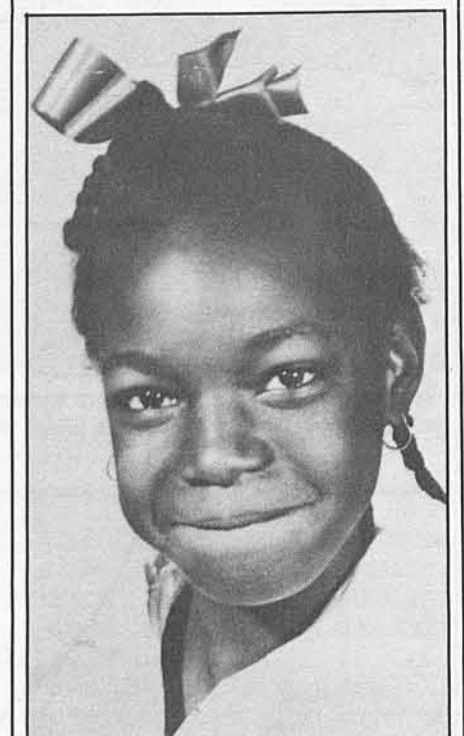
Remember, write your best guess on a piece of paper and send it to Headway, location 32. Be sure to include your name, division and phone number. The winner is determined each month by drawing from among all of the correct guesses.



RETIREES—April retirees included: (Rear, left to right) Clarence Urschel (24 years) and his wife, Leo Manclow (30), Director Marvin Holen and General Manager John Dyer. (Front, left to right) George Kuroki (32), George Herrera (25), Mr. and Mrs. George Bandy (27) and Mr. and Mrs. Donald Cranfield (32).



SPECIAL RECOGNITION—Terry Davis was named Personnel Employee of the Quarter recently in a ceremony marking his professionalism and contributions towards his department's goals.



GUESS WHO?

TEST YOUR SPORTS KNOWLEDGE



QUESTIONS

- Who was the 1980 U.S. Olympic Basketball Team coach?
- What does the term "around-the-horn" mean in baseball?
- When one player scores three goals in the same hockey game it's called...
- When was the first Rose Bowl played?
- What three horses won the Triple Crown in the 70's?
- What country is Eamonn Coghlan, the record holder for the world's fastest indoor mile, from?

1. Dave Gavitt (Providence) 2. Double play
initiated by third baseman who throws to second where relay goes to first 3. Hat trick 4. 1902 5. Secretariat, Seattle Slew, Affirmed 6. Ireland

COMMENDATIONS AND SCHEDULE CHANGES

Alfreda Lanoix, Div. 2 —

I wish to express my gratitude to bus driver #6994 for her highly commendable behavior today on line 21 en route from downtown L.A. to Westwood.

It was around 1:30 pm when she made a routine stop, and a well-dressed black man carrying a newspaper boarded and sat down next to me. All of a sudden the bus driver yelled, "Watch out for the man with the newspaper!" Everybody looked but wasn't quite sure what she meant. I also didn't know exactly what she meant but felt perhaps something might be wrong, so I clutched my purse tightly. After a couple more stops the man got off. The driver then told everyone that the man was a pick-pocket she had recognized from a few years ago when he picked somebody's pocket. Before the man got off the bus, he muttered something to the driver to the effect that he didn't think she would recognize him or something, and cursed her.

I feel very grateful and thankful indeed, as I'm sure the rest of the people on the bus did as well. It's so nice to have your faith restored in the human race. She was not only alert, but really cared about the welfare of the bus riders. She was brave and took a great risk in warning us of the possible motive of the man; going out of her way to help when she could've just ignored the whole situation. There were a lot of elderly people on the bus, and if one of them had been picked, I'm sure it's likely that their fixed income would have suffered a great deal.

The exemplary action of this bus driver (I wish I knew her name) deserves recognition and reward. She stuck her neck out for her passengers, and very possibly saved one or more of us from losing some

of our personal belongings to a common criminal.

I wish to commend you for having such an exemplary employee in your organization. Please give her my personal thanks and gratitude! I wish there were more like her.

Very truly yours,
Mrs. David Chen

William Reddick, Div. 7—

Each morning as "we early risers" attempt to go to work, we have to prepare for the day and sometimes it is difficult to just get going. I think most of us are this way but there are some people who are morning people and they definitely do not have this problem. Anyway, I board the Pasadena Bus #180 or #181 on Los Feliz Blvd. at approximately 6:38 AM and on to Hollywood arriving about 6:54 AM. Then I wait 2 or 3 minutes and promptly at 6:57 AM the #217 arrives "Johnny on the Spot" only his name is Bill and "Billie on the Spot" is right.

Now let me tell you, he is always cheerful and happy and greets you with a happy "Good Morning" and you are definitely placed in a different frame of mind. He is always friendly and pleasant with everyone and everybody likes him. In fact if I could get the names of all the regulars it would cover this page! They all make the comments and think he should be commended for doing a great job, and this is why I am writing this letter on their behalf. He most certainly deserves a big "pat on the back" as it is not easy working with the public.

So I am taking this opportunity to let you know how grateful we are for courteous R.T.D. drivers and for getting us to work on time.

We thank you,

Sincerely yours,
Susie Arnott

MOVING UP

Aldana, Nicholas P., from Trans. Police Off. to Trans Police Invest.
Carbo, Alma, from Rel Stk Shop Clk to Equipment Records Spec.
Dinuzzo, Alessandor, from Mech A to Equip Maint Supv I.
Duron, Kenneth A., from Sr. Staff Asst. to Equip Engrg. Tech.
Gazinski, Lech, from Mech B to Mechanic A.
Gonzales, Frank, from Mech B to Mechanic A.
Harris, Essie, from Mechanic C to Mechanic A.
Hawkins, Gerald, from Equip Records Spec. to Storekeeper.
Hemzing, Dieter, from Mechanic A to Equip. Maint. Supv. I.
Hendrix, Michael L., from Trans. Police Off to Trans Police Invest.
Kelley, Eldon, from Mechanic A to Mechanic A Lead.
Kielb, John, from Mechanic C to Mechanic B.
Lim, Taiwu, from Electrician to Elec Main Supv.
Little, Carlton E., from Acting Trans Police Invest. to Trans Police Off.
Lopez, John, from Acting Trans. Police Invest. to Trans Police Off.
Merriweather, Marvin, from Trans Police Off to Trans Police Invest.
Montoya, Theodore, from Stock Shop Clk to Storekeeper.
Palmer, Michael, from Mech A to Mech A Leadman.
Papa, Sharon K., from Acting Trans Police Invest to Trans Police Investigator.

Markarian, Gary, from Mech C to Mechanic B.
Ramos, Javier, from Acting Trans Police Invest to Trans Police Investigator.
Rascon, Gilbert, from Acting Trans Police Invest to Trans. Police Investigator.
Richard, Edward, from Mech C to Mechanic B.
Richard, Raymond, from Mech C to Mechanic B.
Sanchies, Donald, from Trans Police Officer to Trans Police Investigator.
Schwent, George, from Storekeeper to Stk Shop Clerk.
Silva, Robert, from Mopper-Waxer to Service Attendant.
Taylor, Sam, from Utility A to Utility A Lead
Tilman, Pamela L., from Acting Trans Police Invest. to Trans. Police Investigator.
Trejo, William P., from Mech B to Mechanic A.
Valdez, Carlos, from Schedule Typist to Word Proc Opr I.
Varso, Edward, from Mechanic B to Mechanic A.
Williams, Marshall, from Mechanic B to Mechanic A.
Williams, Vivian, from Ticket Clerk to Information Clerk.
Yee, Thomas, from Mech C to Mechanic B.
Young, Dennis W., from Acting Trans Police Investigator to Trans Police Investigator.
Youngblood, George, from Mechanic C to Mechanic B.

COMMENDATIONS

The following individuals also received commendations last month:

DIVISION 1

Robert Kensinger
Anthony Ramirez
John Panneck

DIVISION 2

Robert Biedron (2)
Lawrence Diaz
Walter Carter
M. Williams
Larry Bruner
Bruce Williams
Alfreda Lenoix
L. C. Jackson
Albert Troy
Earl Hanna

DIVISION 3

Albert Chiriboga
James Gardner
Hillery Sheppard
Thomas Harris
Valerie Clisby
Arturo Delgado

DIVISION 5

Horace Monroe
Lamont Collier
Luster Kelsey
Carelton Ray
Charles Steppes

DIVISION 6

Sidney Meredith
Mary Collins
Patricia Winston (2)

DIVISION 7

Charles Randell
Michael Young
Clifford Benson
Jack Ealey, Jr.
Tyrone Fordham
Lucy Turner
Walter White
German Suarez

GENERAL SERVICES

Doris Darby

DIVISION 8

Ronald Ruff
Tony Pruitt
Jeffery McCoy
James Hawkes, Jr.
Donna Summers

DIVISION 9

Lester Higgins
Sidney Cheri
Charles Dreier

DIVISION 12

Clarence Andrews
Paul Tumminiera
Peter Cardias
Burbine Lindsey

DIVISION 15

Harold Lawson
James Brown

DIVISION 16

Michael Tulloch
John Kemp
Jacob Sanders

DIVISION 18

Mitchell Sims
George Nahra
John Peterson

SHIFTING GEARS

Blair, Homer, Operator has retired after 36 years of service.

Johnson, Leo A., Operator has retired after 17 years of service.

McGinnis, Martin H., Equip Maint Supv I has retired after 19 years of service.

Saylor, Melvin F., Service Dir. has retired after 25 years of service.

Schmidt, Wandlyn H., Division Steno has retired after 25 years of service.

IN MEMORIAM

Abbott, Ernest A., Operator since 10-9-33 passed away January 26, 1983.

Bowles, Edwin H., Operator since 10-11-35 passed away March 27, 1983.

Loewing, Robert, Operator since 19-29-44 passed away January 13, 1983.

Marino, Jasper, Supvg Svc Dir. since 3-27-41 passed away March 5, 1983.

McCutcheon, Teurman O., Operator since 6-7-46 passed away August 15, 1982.

Tyler II, Jewell S., Part-time Operator since 10-7-82 passed away March 14, 1983.

ABOUT THE COVER

This year's United Way Campaign gets its start on April 29 and runs through May 20. Here Dee Cook, Teresa Villalon and Mary Martinez visit with Malcolm Garrett during a recent tour of Children's Hospital, a United Way agency. You can contact your unit or department United Way Campaign representative to arrange donations. Remember—Because you take the time to care and give to the United Way, thousands of needy children and adults receive care they would otherwise not have access to.

CLASSIFIED ADS

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. Include your name, work location and company phone, 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, 425 S. Main St., L.A. 90013.

FOR SALE

By owner; 5 Brm, 2½ bath, large family room, 15'x 15' balcony. No Down—take over payments, owner will carry at low interest. West Covina. (213) 914-5713 Days, (714) 599-9588 Eves.

FOR SALE

1978 Ford Mustang Ghia. \$3,500 as is, call R.D. Blake at (213) 735-9275 eves.

FOR SALE

1976 19' Jet ski boat. 460 cu. in., 320 hp Ford engine, new starter, 780 Holley dual carbs, chrome O.T. pipes, trailer. \$6,000. Call Dan after 5:00 pm at (714) 596-3742.

WANTED

Collector wants to buy law enforcement badges, also coin and stamp collections. Call 225-4520 or 225-5086, 10 am to 12 pm.

FOR SALE

Nice starter home, 10 minutes from Division 12 and 18; 30 minutes from downtown LA. Huge yard, approx. \$600/mo. Call 632-6398 after 6 pm.

FOR LEASE

1700 sq. ft. deluxe West Covina townhouse for lease. 2 BR + den, 2 bath, fireplace, air conditioned, pool. \$750/mo. Call C. Ward 388-5377.

FOR SALE

1978 22' Pioneer Motor Home. 440 engine, reg. gas, 6 new Michelin tires, AC, CB radio, bath/shower, sleeps four. Everything ready for camping except for bedding. \$12,000. Call Robert Morgan at 985-7723 after 7 p.m.

WANTED

Transmission mounts for 1963 Buick Special or Electra. Willing to cannibalize off of your old junker. Call Jeff at (213) 461-7962 anytime.

 **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 10th 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, 4th Floor, 425 South Main Street, Los Angeles, CA 90013. Telephone 213-972-6680.

Dennis Dobson, Editor

ONLY A DUMMY WOULD PASS UP A CHANCE TO JOIN . . .

Transit District Employees Federal Credit Union
And Become Eligible to Win A
HAWAIIAN VACATION

FOR
INFORMATION
CALL
(213) 629-4963
OR
(213) 972-6183

HOURS:
10 AM - 3 PM
MONDAY-FRIDAY
(Closed First
Working Day
of Each Month)

ELIGIBILITY FOR MEMBERSHIP

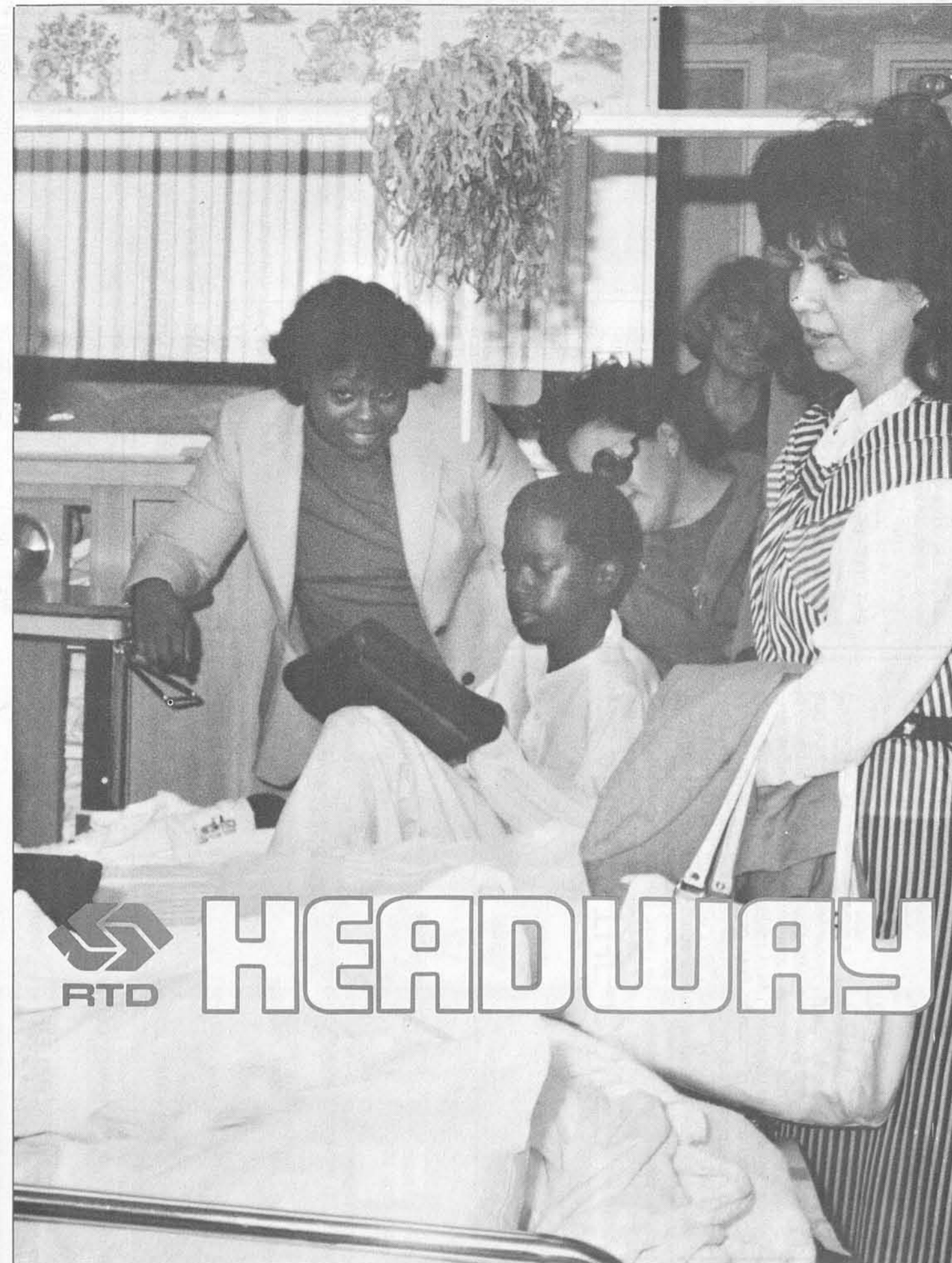
Membership in the Transit District Employees Federal Credit Union is limited to employees of the District and their immediate families. There is a \$1 membership fee to join. A minimum share balance of \$5 is required at all times. Members may add to their accounts by cash or through payroll deductions.



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

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