

L.A. transit story described as seven eras of hope and plans

EDITOR'S NOTE: *Headway* is pleased to present the first of four articles detailing the history of rapid transit in Los Angeles. Written by Bob Sechler, these articles were originally the script for a speech Sechler delivered last March in conjunction with RTD's Toastmaster's Club. Currently a Contract Administrator in the Purchasing Department, Sechler is a recognized amateur transit historian. Prior to joining the District in 1977, Sechler wrote and published the first complete history of the Philadelphia, Pa., rapid transit system and a history of transit in Rangoon, Burma. As an Administrative Analyst with the Metro Rail Project for the last several years Sechler became interested in the history of rapid transit here in Los Angeles. These articles, and the script they evolved out of, are the product of that interest.

BY BOB SECHLER

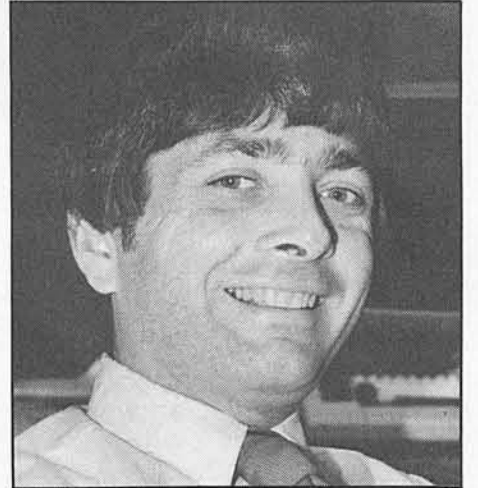
People have been talking about and planning rapid transit in this region for more than seventy-five years. Obviously, that span of time, and the twenty or so proposals it generated, make up much too long and broad a topic to cover thoroughly in so little space. Nevertheless, by organizing the history into seven, sometimes overlapping "eras", and by focusing attention on the most important plans, it is possible to lead one rather quickly through a meaningful overview of what was, until a short time ago,

Today, rail rapid transit is a large public expense of state and national, as well as local, significance. Such was not always the case. Between 1870 and 1910, most rapid transit lines in America were privately financed. And, during this first era, "The Era of Private Capital," Los Angeles itself came tantalizingly close to getting rapid transit at no cost to taxpayers. Shortly after the turn of the century, the Southern Pacific bought a trolley system named the "Los Angeles Pacific Company." Among the im-

provements the new owners contemplated were high-speed bypasses through Hollywood, and what is now the Wilshire District, funneling into a tunnel between Vermont Avenue and Hill Street Station. Work actually began on this ambitious project in 1907. Local civic leaders were thrilled at the idea of Los Angeles joining the municipal big leagues with a subway. Alas, their bubble burst. The Financial Panic of 1907 cut off funds, and construction was suspended indefinitely. Thereafter, private financing of rapid transit was more the exception than the rule, although electric railways would remain a booming business for many years to come.

In 1911, an event called "The Great Merger" took place. Several interurban trolley companies were combined into the Pacific Electric Railway, the famous "Red Car" system. Today, many people look back upon this thousand mile, now abandoned, asset as having been a rapid transit system which was thrown away. Well, parts of were

rapid transit and parts of it weren't. High-speed rights-of-way contrasted with slow street-car tracks. During its forty-two year life as a



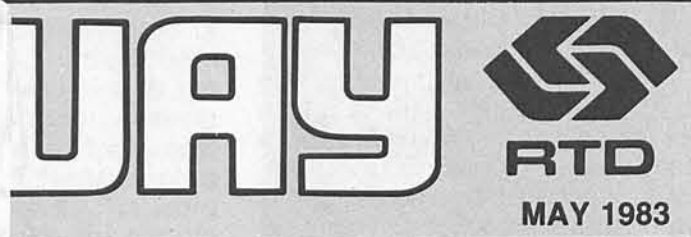
BOB SECHLER

passenger carrier, the Pacific Electric was not a financial success, and never had the big bucks to plow back into those many line and rolling stock improvements which would have been needed for

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That's not your neighbor, It's a pickpocket

Morris, our regular driver on the Number 2 line out of Hollywood, quipped a piece of advice to the people jamming his bus. Stuck in rush hour traffic on Sunset Blvd., it helped pass the time and might save someone some grief.

"Some of you folks might think that gentle bump on your rear is just your neighbor getting friendly,

thief disappears into the crowd the girl who shouted turns to her companion and tells her that a pickpocket had her purse open and his hand in it when she saw what he was doing.

Both incidences are true. And both serve to illustrate one area of crime that is on the upswing here in Los Angeles. According to current

1983, forty-five pickpocket crimes were reported. Transit police officials note that a significant number of pickpocket crimes go unreported, thus making the actual number of such crimes occurring on buses impossible to estimate.

James Burgess, Transit Police Chief, says that the professional operators at the District are invaluable in preventing our riders from becoming pickpocket victims. "Many of our operators remind passengers, either individually or via the bus public address system, to be aware that pickpockets may be working the bus. A simple, "Watch your purse, ma'am," from the operator has prevented a countless number of pickpocket crimes. Many of the operators recognize "pickpocket regulars" or recognize "pickpocket techniques" and call for the Transit Police, thus preventing crimes. Valuable information is provided by operators regarding where and when pickpocket activity is taking place," Burgess said.

When the Transit Police Department becomes aware that pickpocket professionals are working certain areas, undercover officers are deployed to work those areas. Mug photos of pickpocket pros are distributed periodically to officers, to aid in recognition and apprehension.

"I've had my wallet lifted three times," commented one bus patron. "I don't even bother to report it to the police anymore," he added. "Yeah," said another, "they're everywhere."

"They" are professional pickpockets — most from Central America — who've come to Los Angeles to prey on the unsuspecting. Sgt. Jose J. Alcantara, with LAPD's Bunco-Forgery division, says the increased numbers of

pickpockets first became apparent in 1978. Officers are also quick to agree that these figures may only represent the tip of the pickpocket iceberg. They point out that many people simply do not report these thefts, especially if their wal-

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Ridership tops 1.5 million For first time in RTD history

RTD bus ridership topped 1.5 million boardings Friday, April 15, for the first time in the District's history. Average weekday ridership in April was 1,442,000 boarding, up 30 percent over April 1982, another record.

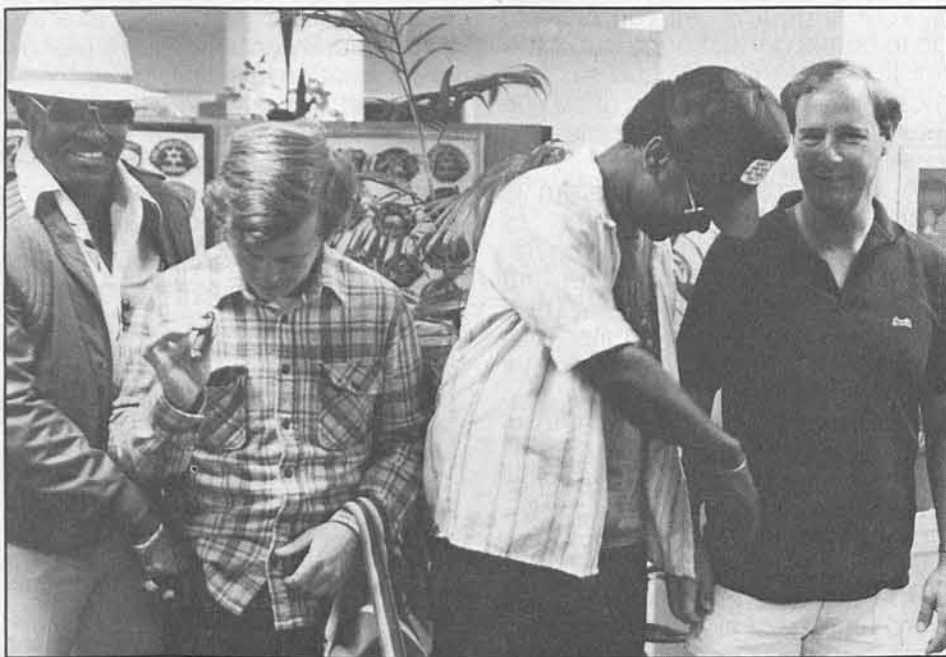
RTD defines one boarding as each time someone gets on an RTD bus. Passengers going to and from a destination are counted twice.

There has also been a sharp gain in the number of RTD bus riders on weekends. Saturday boardings are up 17 percent over a year ago, and Sunday boardings rose 24 percent over April 1982.

More than 130 extra buses have been deployed weekday morning rush hours since July 1 when RTD fares were sharply reduced.

"We're doing everything we can to meet our service demands and get the maximum use from our fleet," said Mike Lewis, RTD Board president. He noted the district is looking forward to delivery of 415 new Neoplan USA buses starting next fall.

"At a time when many public transit districts in the nation are experiencing declining ridership, I think it's significant that public transportation in Los Angeles is thriving," Lewis added.



PICKPOCKET PATROL—These four officers are among the Transit Police officers, full and part-time, who work the District's pickpocket detail. From left to right, they are: Ray Griffin, Ralph Dorsey, Carl Little and Al Breckenridge.

but I'm here to tell you that it was no love pat. It was probably a pickpocket stealing your wallet," he said over the microphone. Amid chuckles and nervous laughter dozens of patrons quietly checked their wallets and purses.

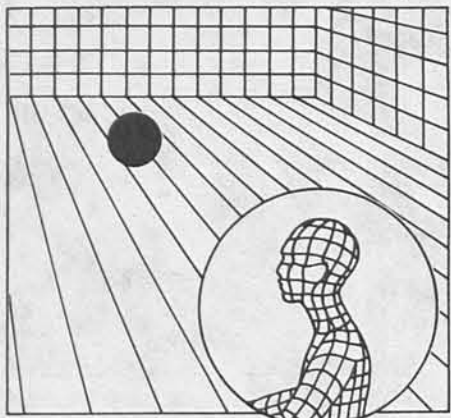
On a busy downtown street corner two District employees are standing at a bus stop, caught in the jostling crowd as they wait for their bus. Suddenly one shouts out, "Hey, stop that." As the would-be

police figures, reported pickpocket incidents have climbed from 347 in 1978 to over 1,600 last year. And, with the Olympics just a year away and summer tourism climbing, police experts say we can expect to see more of the same.

The Transit Police Department reports that along with increased ridership, the District has experienced a substantial increase in pickpocket activity over the last year. During the first quarter of

Word processors can be as easy to learn as video games

From mechanics to managers, the skills necessary to perform our jobs are changing throughout the District. Not too long ago all a good manager needed was an ability to manage paper and people while a mechanic needed to know only his



tools and the equipment he worked on. This is true no longer.

As the computer comes of age it has become necessary for more

and more people to know and understand how computers work. More importantly, as the District shifts towards computerized operations, it is becoming necessary for virtually everyone to know how to use the most common component of the modern computer system — the word processor.

Word processing is a relatively new skill, and one for which there is an ever increasing need. As recently as two years ago there were no word processors in the District. Today, almost every department has one tucked away in a corner someplace.

While we can't hope to teach anyone how to use a word processor through *Headway*, we can introduce you to the equipment, describe the way it works and give you some idea of what it can do for you. So, take that processor out of the corner, pull up a chair and let's

take a look at the future.

WHAT IS WORD PROCESSING?

It may help to think of word processing as "computerized typing," although there are distinct differences. "The major difference between the two," comments Brenda Diederichs, a Supervising Personnel Analyst, "is that a typist needn't

hand. With a word processor you simply punch a key or two and the computer makes whatever changes or corrections you need, before the document ever reaches paper. This saves time and effort and pleases the boss because the end product is so much neater and professional looking.



Continued from page 1

That's not your neighbor

lets are returned. "A real professional pickpocket wants only the cash," Alcantara said. "He is very eager to get rid of the wallet and the identification connecting him to the crime."

For this reason, most pickpockets will drop the wallet in a mail box where it can be, and usually is, returned to the owner.

While police agree that some pickpockets are amateurs, or take advantage of a momentary opportunity, they believe most of the thefts are committed by highly trained pro's.

For obvious reasons there are no reliable figures on how much the average pickpocket earns. One U.S. Department of Justice report estimates that the approximately 1,000 professionals working on a world-wide basis each earn an average of \$10,000 a week.

Once he has your wallet, the pickpocket quickly passes it to a team member behind him called a "tail". Then, Alcantara pointed out, if the victim suspects something is wrong the pickpocket can raise his hands in apparent innocence and even invite a search safely.

Pickpocket rings are usually most successful in large crowds. At a big department store, a sporting event, on a bus, at a fire or even in a group of people gathered to watch a police officer make an arrest. However, according to police experts, many pickpockets still work alone catching the unwary on busy city streets.

It is no protection to a woman to zip her purse shut either, Alcantara said. A successful thief will simply unzip it while she is distracted and looking the other way.

HOW TO AVOID PICKPOCKET DANGERS

- Be aware of potential danger, primarily crowds and/or jostling.
- If jostled, check to make sure your money is intact.
- Do not display large sums of money.
- Do not carry an open-top purse.
- Do not carry purse so it can be opened **away** from your body.
- When carrying packages, keep purse next to your body.
- Keep money and credit cards in zipped compartments inside your purse.
- Do not carry wallet or loose money in coat or sweater pockets.
- Place comb, teeth up, horizontally in fold of wallet.
- Do not carry wallet in hip pocket.
- Be aware; a large portion of bus pickpockets occur while boarding the bus.
- If you are the victim of a pickpocket, file a police report.

Distracting the intended victim is the single most important part of a successful pickpocket operation, Alcantara pointed out. "As soon as your mind is on something other than your wallet, you are susceptible. This is why the rings usually operate with two to five persons — one pickpocket and one or more "stalls" to distract the victim, look out for the police and to receive the wallet," he said.

A typical pickpocket situation is a crowded bus stop or a crush of people trying to get on a bus. "The person in front of you drops a bunch of coins and bends over to pick them up, blocking you, or slowing you down while the pickpocket behind you takes your wallet out of your purse or pocket," Alcantara said.

Recent reports even indicate that a band of Oriental pickpockets regularly work on buses, using blades to slit open purses.

Although pickpocketing is a felony offense, catching and convicting a pickpocket is at best difficult. Most cases in which there is no known previous offense are often treated as misdemeanors, with little or no jail time.

Even when police know they have a professional in their custody the job is often impossible. The suspect simply gives a false name, posts bail and disappears.

Pickpockets also travel a great deal, and usually for free. When one of them wants to move on to another area he simply steals somebody's plane ticket and either cashes it in and buys another or uses the one he stole.

learn to control a typewriter while a word processor must learn to control the terminal as well as the information that goes into the system."

Through the use of word processors you have, in effect, all of the resources of a powerful computer at your fingertips. All you have to do to coax perfect copy out of it is tell it what to do. Of course, you must tell it how to do it but once you learn the system that becomes the easiest part.

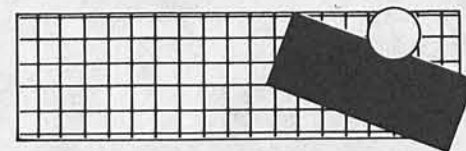
A word processing system is made up of five parts. First, of course, is the person operating the system. Next is the computer that will be doing the work for you. Third is the keyboard, very similar to a typewriter, through which you tell the computer what to do. Fourth, is the screen or CRT. The Cathode Ray Tube, or CRT, allows the operator to see what they are creating. Lastly, there is a printer that provides a paper or "hard" copy of the finished document.

The big difference between the word processor and a typewriter is that when you turn off a word processor all of the text you have created disappears unless you've told the computer to store it. The magnetic disks that fit into the processor are its memory. Without them you could type all day at a console and still have nothing to show for it when you were done. This memory function is as simple as hitting an extra key or two before you shut the equipment down and must be performed each time you prepare or revise a document.

Most word processors have at least one function that has made them so popular in the business world — an editing capability. When using a typewriter, mistakes on your copy must be corrected by

WHAT SKILLS DO YOU NEED?

The single most basic skill needed in word processing is typing. Although "hunt and peck" typing will work, the ideal of course is touch typing. More and more people these days — from clerks to transit cops — need to type. Even managers are learning to use the terminals. By entering a few pieces of information at a division terminal, they can activate the computer to provide them with the important management information they need. And it can be done in a fraction of the time it used to take and at a considerable money savings as well.



We are all living in an age of terminals and video games. Along the way we are acquiring the skills to operate the keyboard, controls and the screen. Most of us get these skills without realizing it as we play video games. The only real difference between a game of Video Bandits and a word processor is the use to which they are put.

HOW DO YOU USE THE WORD PROCESSOR?

Text entry is just like typing, except that the text is presented on a screen instead of being printed directly onto paper. The material you enter can come from a handwritten or roughly typed master or it can come straight out of your head. The computer doesn't care.

A second course of entry is a dictated tape. This is much more

Continued on next page

RECREATION NEWS

The annual Father's Day Weekend at Knott's Berry Farm is set for June 18-19. Enjoy admission to Knott's "Old Times Adventures" entertainment area plus unlimited use of all park attractions (except Pan for Gold). Shake paws with "Snoopy" and have a terrific time with family and friends. All for only \$6.00 for employees, their families and retirees. Guests are \$6.75, children under 2 years are FREE. (Regular ticket price is \$10.95. That's a \$4.95 employee savings!!)

Concert season at the Greek, Universal and Beverly Theaters is in full swing for the summer of '83. June concerts available at discounted prices are:

JUNE 16—Frank Sinatra - Amphitheatre - \$24.00.

JUNE 17—Cameo and the Dazz Band - Greek - \$14.00.

Multiple concert acts will be performing at the San Diego and Playboy Jazz Festivals scheduled for this month. The San Diego Festival June 10-11 in San Diego will include the following acts:

Friday Night—The Gap Band; The Zap Band; Maze with Frankie Beverly; Cameo; Cheryl Lynn.

Saturday Night—Luther Vandross; The O'Jays; The Dazz Band; Evelyn King.

\$17.50 field level seats are available for \$16.50.

The Playboy Festival at the Hollywood Bowl, June 18-19, will feature VSOP II featuring Herbie Hancock, Tony Williams, Ron Carter, Wynton-Marsalis, Branford Marsalis; Buddy Rich and His Band; Modern

Jazz Quartet; Spyro Gyra; Steps Ahead; Tania Maria, Count Basie and His Orchestra; Joe Williams; Hubert Laws and many more. Host for the two-day event will be Bill Cosby. \$19.50 tickets on sale for \$18.00.

The Dodgers are hitting heavy as they enter the middle of the season. RTD games available in June are Dodgers vs. the New York Mets, June 5, 1:05 p.m., Helmet Weekend; against the Atlanta Braves, June 15, 7:30 p.m.; against the Cincinnati Reds, June 18, 1:05 p.m., Batting Glove Day; and against the Houston Astros, June 26, 1:05 p.m. — \$5.00 Reserved seats for \$4.00.

Angel action lines up as follows: Angels vs. Toronto Blue Jays - June 11 - Mini-Pendant Pack night.

Angels vs. Kansas City Royals - July 4 - Fireworks display.

\$7.00 Club Box Seats for \$5.00.

Tickets still available for "Zorba", a musical starring Anthony Quinn at the Music Center on June 5. The \$25.50 orchestra seats are on sale for \$23.50.

You can now drink your coffee and write that reminder note on special logo items. Available at a special price to interested parties are a 12 oz. ceramic mug with the RTD logo on both sides for only \$4.00 and a cubic scratch pad featuring several RTD logos on each side for \$3.00. These new additions cannot be mailed, but are available through the Employee Activities Office on the fourth floor of the Headquarters Building.

For tickets and information on these and all Employee Recreation and Discount items, contact the Employee Activities Office, Ext. 6580.

Continued from preceding page

Word processors easy to learn

efficient from the point of view of the originator. The dictation is recorded on a small cassette and an operator transcribes it into the terminal.

While the transcribed document is still in memory, and before it can be used, it must be permanently stored for safe keeping. You give the document a distinctive name, or "slug", so it can be retrieved later when you need it; then you direct the computer to put the electronic form of the document onto a disk for storage.

With the document safely on the disk you can now print the copy. Depending on the type of word processor, this is done by a simple directive from the keyboard or by selecting the print action from a menu presented on the screen.

After the document has been transcribed, it is usually returned to the originator for changes. The first kind of change is correcting misread or misheard (from a tape) words. The second kind of change is the reorganization required when the originator sees what the document actually looks like.

The *insert* and *delete* keys are called upon to perform most corrective functions. But this is where the incredible power of the computer your terminal is connected to

of words or any combination of them you like and move them around wherever you like in the document. Other word processing features take care of footnotes, headings, tables in the text and a myriad of other tasks. The word processor can even do simple arithmetic or create graphs and charts for you.

HOW DO YOU LEARN WORD PROCESSING?

Some high schools, two-year colleges and adult education courses provide access and training on word processors. However, due to the cost of the equipment, these institutions are often poorly equipped and funded. There are also private courses, often given by the word processor manufacturer. These courses are good, but tend to be expensive. The District also provides training for selected personnel. Usually, a department head will select one or two people within the department to be trained in the use of the word processor. The selection is based on need and, to one degree or another, upon desire to learn the equipment. Selected individuals are then trained by the Telecommunications Department. "We average about 30 training sessions each month," says Caren Epstein, Word Processing Coordinator. "There are currently about 140 clerical positions within the District that could benefit from word processor training," she added. "Out of that number we've trained about 75 people to date." The District has about 52 word processor terminals and 46 printers installed, primarily in the headquarters building, she pointed out.

The Employee Development and Training Department is currently taking a hard look at what the district's long-term needs are going to be in terms of skilled word process operators. Director of Employee Development Byron Lewis stated, "Since computers are obviously here to stay, we need to give all of our employees whose jobs may be affected by word processors and other automatic data processing equipment the opportunity to become competent in their operation. A master plan addressing all aspects of training and education needed as a result of computerization is being prepared."



STILL GOOD CRUISERS — District basketball champs, *The Cruisers* from Division 3, celebrate their win in the finals over the *Orange Crush*, from Division 2, with a victory cheer.

Cruisers take championship

You cannot say "Always a bridesmaid - never a bride" to the Cruisers, Division 3 basketball team, anymore.

After three years in second place, they were finally victorious. They are the District's 1983 basketball champions, defeating the Orange Crush of Division 2, 62-48, on May 25. The victory was a culmination of a three-month season with eight District teams and a playoff season featuring the top four teams.

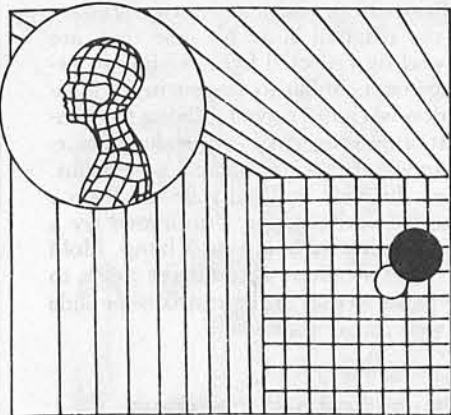
Starting the playoffs, the top teams, in order of the placing were:

- LaCandones, Division 5
- Orange Crush, Division 2
- Cruisers, Division 3
- Headquarters

The first and second place teams received individual trophies. In addition, the champions will have the honor of keeping the perpetual basketball trophy at their division for one year, or until they lose the basketball crown.



WINNERS — *The Cruisers* include, from left to right: (Front row) *Darell Carter, Duane Bonner, Thomas Harris, Derriel Wayne, Vernell Elgin and Gilbert Anzures.* (Rear row) *James Amos, Kenneth Willis (Manager), Lonnie Carlyle, Tyrone Richardson, A.J. Taylor (Div. 3 Transportation Manager), Stan Mixson, Erick Johnson and Harold Hollis.*



comes into play. For instance, if you have misspelled the same word several times it becomes a snap to correct. There is a *search and replace* function common to most word processors that will find each misspelling and correct it. Similarly, there is a command to go to a particular place in the document and begin making corrections there. A most powerful feature is the *cut and paste* capability. This allows you to select whole blocks of text, sentences, groups

TRIPPERS



TOP LEFT

SAFETY FIRST—Divisions 16 and 1 were recently named winners of the Safe Performance Award for the first quarter of 1983. Shown here accepting the awards from General Manager John Dyer and Director Jay Price (far left) are John Adams, Maintenance Manager at Div. 1 and Gene Hamilton, Acting Transportation Manager at Div. 16.

BOTTOM LEFT

MAY RETIREES—General Manager John Dyer (far left) and Director Nick Patsouras (left, rear) congratulate May's retirees. From left to right, they include: Darrell Allan (31 years), Ray Bauman (25), Wray Deitrich (19), Virginia M. Fees (30), Ulysses Guillebeau (41), David Huey (18), Floyd Lawrence (11), Edward Osborne (37), Francisco Prieto (12), Robert W. Streat (10) and Ralph Risola (26).

MISS WEST COVINA NAMED

Lisa Alfaro, daughter of Div. 9 operator Eugene Alfaro, was named Little Miss West Covina on March 25, 1983. The nine year-old Lisa attends Cameron Elementary School in West Covina and will reign throughout 1983.

LEILANI MICHELLE ACTIONS

Robert Waters, from the District Secretary's Office, was recently blessed with the arrival of his second grandchild. Leilani Michelle Actions was born in Bellflower on May 17, weighing 8 lbs., 3 oz., and measuring 21 inches in length.

METRO BAGS

"Metro Rail is Coming" plastic shopping bags are available free to all employees in the Community Relations Department, ext. 6456.



**EMPLOYEES OF THE MONTH
May 1983**

While no photo is available for May's Employees of the Month, we would like to tell you a little bit about them: As Maintenance Employee of the Month, Arthur Lewis is considered an expert in coach maintenance and is described as "Honest, straightforward and reliable." Operator of the Month David Doakes, with the District since early 1976, has compiled an excellent attendance and operating record as well as numerous commendations from his riding public and supervisors. In the two years Information Operator Mike Witt has been with RTD, his supervisors have been impressed with his quick, polite and professional manner and say that the District always comes across well when he is manning the phones. Congratulations to all three of these outstanding individuals for being named Employees of the Month.

Delaney wins National award

Diane E. Delaney, Employee Activities Coordinator, was awarded professional recognition as a Certified Employee Services and Recreation Administrator by the National Employee Services and Recreation Association at its 42nd Annual conference in Columbus, Ohio on May 6, 1983.

"I am absolutely thrilled with this recognition from my peers," Delaney said. "Especially since the awards are based on passing a skill test and only three were awarded nation-wide," she added.

Established in 1941, the 2,500 member NESRA stands alone in its field as a non-profit organization dedicated to the principle that employee services, recreation and fitness programs are essential to effective personnel management.



DIANE DELANEY

It is the oldest association in the human resources field and assists member organizations in developing, promoting and improving employee programs.

Summertime means photo time

Summer is finally here and that means more people than ever are busy shooting snap shots of their favorite summer pastimes. Here are a few hints to help you take better photos and enjoy them more, and for selecting your slides for making color prints or duplicate slides.



COLOR

The colors in your print or duplicate will be just about the same as they are in the slide. However, overall casts of color, such as the bluishness that often appears in slides made on an overcast day, may be more noticeable in the print than in the original slide. Your eyes are more likely to adapt to an overall tint in a slide projected in a dark room than to a tint in a print viewed in normally lighted surroundings.

SHARPNESS

Of course, the sharper your original slide, the sharper your print or duplicate slide will be. Judge the sharpness of your slide (both for focus and for subject or camera movement) by examining it through a magnifier. Judging sharpness by projecting the slide may be misleading.

CLEANLINESS

Any dust, scratches, or fingerprints on the slide will appear in the print or duplicate slide. These will be particularly obvious in an enlargement. Kodak Processing Laboratories clean loose dirt particles from the slides when necessary, but your chances of getting a clean-looking print or duplicate are best if you send a clean slide. You can clean your slides with a

product such as KODAK Film Cleaner and a piece of clean, white, lintless cloth.

EXPOSURE

Try to avoid choosing slides that are overexposed (too light) or underexposed (too dark). Prints and duplicates from overexposed slides will lack highlight detail; those from underexposed slides will lack shadow detail.

CONTRAST

Duplicate Slides
When you duplicate a slide, the duplicate sometimes has slightly more contrast than the original. Usually, the added contrast is acceptable, but if you duplicate a contrasty original, the added contrast might be excessive.

Prints and Enlargements

A slide with high contrast will not reproduce as well as a slide of normal or low contrast. A high-contrast slide includes both very bright and very dark areas (such as a bride in white next to a groom in black or a bright sky behind a tree), and a print often won't show all the detail in these areas that you can see in the slide. Some custom laboratories may employ the use of special image masking techniques to control contrast and densities within a picture. Often enlargements are completed with the use of a negative as

an intermediate step. Kodak laboratories offer negatives from slides for customers who wish to print their own work.

Prints from slides are not as brilliant as the original slide because they are viewed by reflected light. Using an arrangement similar to the one in the illustration is a good way of judging the contrast and exposure of your slide to determine whether it will make a good print. View the slide by light reflected from a sheet of white paper illuminated by a bright light, such as a desk lamp. Hold the slide at about a 45-degree angle to the paper so that the light strikes the slide as well as the paper.

ORIENTATION AND CROPPING

Color prints and enlargements made from slides will be oriented in the same way as the slides are when you viewed them through the base (glossy) side.

Cropping often improves slides, and many photofinishers provide masks for cropping slides which are going to be enlarged. Your photo dealer will let you use a mask, and you can mark the cropping on the slide mount. If you do not indicate cropping on the slide, the photofinisher will make the enlargement from the entire slide or the largest area of the slide that can be printed to the size you order.

Finally, "The last-diet-you-will-ever-be-on-if-you-are-honest" diet

This is the "Last-diet-you-will-ever-be-on-if-you-are-honest" diet. This will be permanent modification of your eating habits. The term diet is usually used incorrectly. Properly used, the word diet is the total food consumed by an individual. Usually when a person talks of a diet it is a weight-loss diet of which they are speaking. To permanently lose weight you need to permanently balance your daily diet **and** know the balance between your caloric needs and caloric intake. The "L-d-y-w-e-b-o-i-y-a-h" diet does not count calories, it counts on you.

WEIGHT-LOSS DIET STARTS WITH A DIARY

Before you attempt a permanent weight-loss program you must know if you are physically able to undergo the stress of weight loss or if there is an underlying reason for your weight gain. After your physician has said that it's alright to lose weight, you need to determine your individual eating patterns. For the next two weeks you will write down everything you eat, drink, or chew. This food diary will contain what you eat, how much you eat, in what location you eat the food, what your feelings are when eating and at what time you ate.

So, in a notebook you will place food/amount/where/feelings/time and note everything eaten from the stick of gum to the taste of someone's sandwich. Everything will be

documented. Even each glass of water should be noted. For those wishing to permanently alter their eating habits and have a permanent weight-loss this Food Diary will give you insight to the where, what, and why of your eating. You need to keep track of your total food intake for at least two weeks and the results will be as honest as your documentation. This is why

began my permanent weight loss. These habits were not easy to give up but when it became obvious that I was losing weight and wearing smaller clothes, I became more dedicated to lose those many, many pounds that I had gained. Those restrictions on what, where and why I eat have become permanent modifications in my life style, even today. That was twenty years

thus, they become the easiest to eliminate. The first rule of weight loss and modification of your eating habits will be to become aware of eating. The what, where, and why of eating becomes apparent when you become aware of eating.

VISIBLE EATING

When you start your food awareness permanent weight-loss, you should eat at a place set at the table. You should **never** stand to eat unless at a party. Do not eat and do something else such as reading or watching T.V. Be aware of when you eat and what you eat and why you eat. You should not "taste" food. Eating is special and should always be treated as something special.

CALORIES

The second modification in the permanent weight-loss diet is an increase of your activity level. Simply stated, if you consume less calories than you use you will lose weight. Activity plays a big role in weight loss or weight gain. If you eat less than a thinner person and you still gain weight it may be your low activity level. The more overweight you are the more "efficient" you probably are. The thinner person usually won't wait for the elevator and uses the stairs, where you "conserve" your energy for those moments dedicated to eating. The thinner person usually is "running in circles" while the overweight person is a model for a time and motion study.



TO YOUR HEALTH

By Elia Borja, RN
Visiting Nurse

you need to be honest. (And no one needs to see the notebook except you)

MY DIARY

When I reviewed my two week diary, I was astonished to learn that I ate not only breakfast, lunch and dinner but 3 dinners **and** whatever my kids left on their plates. The dinners consisted of first "tasting" while preparing dinner, the second while sitting down at the dinner table with my family and the third in front of the television. When I stopped tasting food I prepared and stopped eating "with" television I

ago.

BE PATIENT

Don't try to interpret the results of your diary until two complete weeks and don't alter your eating habits until after your information gathering. After the two weeks, you should see where you will need to modify your eating habits. You will be able to see where you can cut your "invisible" eating. This invisible eating is usually done in front of the television, or as snacks eaten at a friend's home or at the movies. These are eating habits based on social "need" not health needs;

Take precautions when you go out in the summer sun

According to the famous British playwright Noel Coward, "Only mad dogs and Englishmen go out in the noonday sun." Of course, he was poking fun at his countrymen but the advice is nonetheless accurate. Experts agree that almost everyone should avoid excessive activity and exposure to the sun during peak summer midday temperatures.

The U.S. Public Health Service reports that there were 1,265 deaths in this country last summer directly attributable to summer heat. Besides obvious risk groups such as children and the elderly, those who work outside during the day are also prone to heat related problems, experts say.

Safety Department figures show that each year several cases of heat sickness are reported by District personnel. These cases are linked to over exertion and compounded by not drinking suffi-

cient amounts of liquids to replace the body fluids that are lost by perspiration.

Healthy people have automatic heat regulatory systems that allow their bodies to dissipate heat to the surrounding atmosphere. When the body is exposed to extreme heat, it responds by perspiring. As the sweat evaporates, the body cools down. However, the result is the loss of essential body fluids and salt. The loss must be replaced by drinking additional fluids and sensibly increasing the intake of salty food. Salt tablets are of doubtful benefit, according to recent tests results, and should be taken only on the advice of a doctor. In fact, most employers, including the R.T.D. no longer provide salt tablets because they have more potential for causing harm than good to some individuals.

In addition, individuals with heart, kidney or liver disease

should consult a doctor before increasing their salt and fluid intake.

Heat stroke is a life threatening situation. It occurs when there is an absence of sweating, thus causing high internal body temperatures. When someone collapses in the heat, and their skin feels hot and dry, they must be rushed to an emergency room for treatment.

Heat exhaustion, on the other hand, usually results from standing in the heat and sun for long periods of time without being acclimated to

it. These people will continue to sweat and should recover quickly if placed somewhere cool, with their head down and feet elevated.

As in all other situations, extremely hot weather should be approached with moderation. Don't run, jog, play tennis or engage in any other extremely physical activity during the hottest part of the day if you can avoid it. When it's blazing hot outside, hang out in the coolest place you can find.

Lawnmower safety hints

You probably don't want to be reminded, but it's now time to get out the lawn mower. Before you do, be sure you know how to do so *safely*—mowing can be just as hazardous as it is unpleasant.

Each year a large number of both operators and bystanders are seriously injured in accidents involving power lawn mowers, particularly the rotary type mowers.

Following the safety rules below could prevent an injury to you, a member of your family, or a passerby:

- Read the instruction manual carefully before you operate a new mower.
- Always start the mower on firm, clear, level ground.
- Shut off the mower—or disconnect the power cord if it is electric—before attempting to clear accumulated grass or other material from the mower.
- Mow the lawn during daylight hours only. At night it's difficult to spot and avoid hitting stones and other objects which may be hidden in the grass.

- Pay extra attention to footing and balance when mowing on an incline.
- Wear safety shoes if you have them.
- Hills and banks should be cut horizontally instead of vertically (but the safety rule is just the opposite—vertically instead of horizontally—when you're using a riding mower). This method will allow better control of the mower.
- Check the mower regularly for worn or damaged parts. If you have an electric mower, make frequent checks of the power cord to be sure there are no breaks in the insulation.
- Never leave the mower unattended, especially when it is running.
- Don't mow when the grass is wet or slippery.
- Never refuel a gasoline mower while it is running or still hot from use.
- Keep children away from the mowing area.
- Never lift or tip the mower while it is running.
- Shut off the mower before attempting to adjust the height of the wheels.



Continued from Page 1

Early transit proposals strikingly similar to current

real rapid transit. A noteworthy exception was the Bunker Hill Tunnel and Subway Terminal, actually a starting over of the 1907 project. For the most part, the P.E. was reconciled to wearing out what it had inherited from the good old days of

throughout the entire region. Unfortunately, it had a lot of ultimately fatal flaws.

Its most apparent and controversial drawback was vertical configuration. Although the core of the rapid transit system was to be



METRO QUESTIONS — Congressman Henry Waxman (left) and General Manager John Dyer (center) answer questions from Daily News reporter Penny Simison and KNX Radio reporter Jake Jacobs after Dyer briefed Rep. Waxman on Metro Rail progress recently.

cheap land, cheap materials, cheap labor and easy money. Even as the 1920's roared on, the Era of Private Capital faded away.

Public sponsorship of rapid transit studies in Los Angeles began during the same years as the Great Merger. A Chicago consultant, Bion J. Arnold, prepared a report for the Los Angeles Board of Harbor Commissioners, in which he recommended several transportation improvements, among them downtown subways for interurban trains. However, the outstanding

underground, a considerable part of the new mileage was to be elevated over streets. Forseeing a hostile reaction to this idea, the consultants took great pains to explain how judicious use of sculptured concrete could make the overhead structures aesthetically benign. It was a spoonful of sugar that did not make the medicine go down.

In 1926, a political battle flared up over location of a union passenger terminal. The Southern Pacific, the Pacific Electric, and most

Local rail transit history studded with fitfull starts and stops

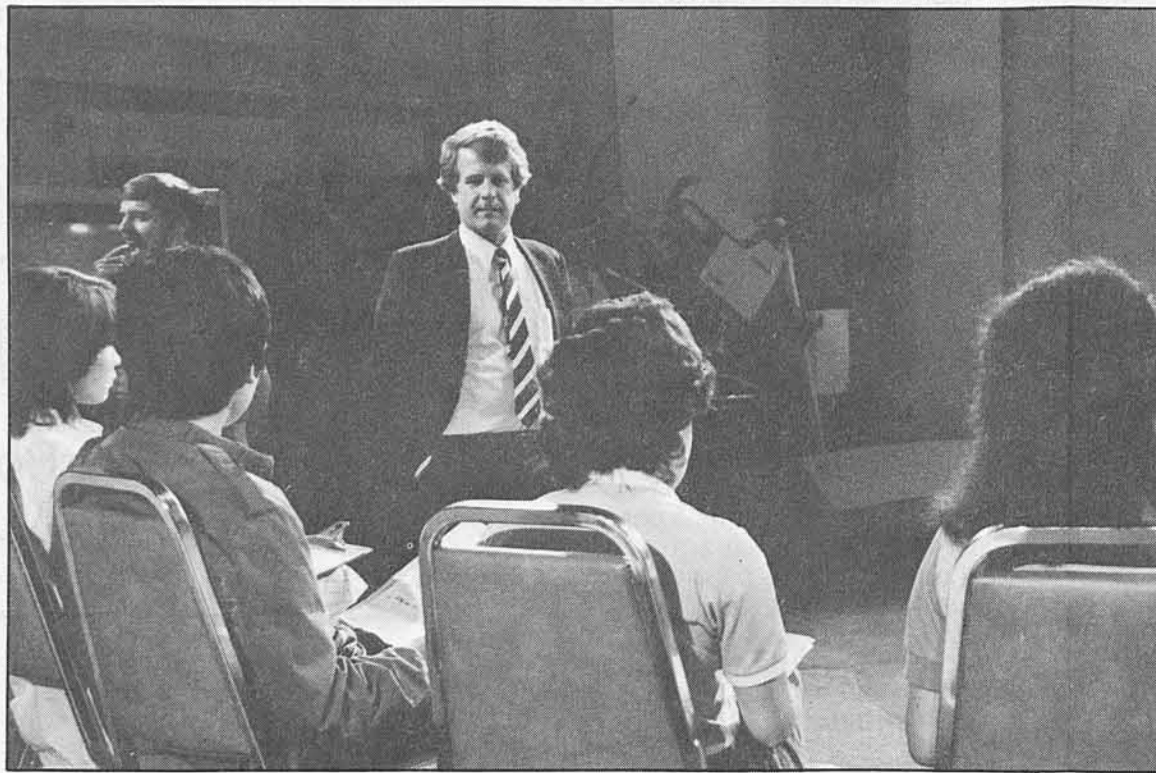
feature of the Arnold Report must have boggled the contemporary imagination. He proposed, in a corridor paralleling the shoestring annexation strip to San Pedro, eight railroad tracks flanked by grade-separated roads, to be known as the "Auto Speedway". Such intermodal coordination was certainly farsighted for its time, and as one can see from the dream's eventual fulfillment, The Harbor Freeway, Bion J. Arnold was a prophet without honor in Southern California.

The Arnold Report heralded the beginning of era number two, "The First Era of Grand Designs". It reached its high point in 1925 with publication of the Kelker, De Leuw Report on *Comprehensive Rapid Transit Plan for The City and County of Los Angeles*. In their inch-thick hardbound volume, the consultants described an extensive two-stage network at a cost of about \$320 million. A key element of the comprehensive plan was upgrading of the best parts of the Red Car System and connecting them to new high-speed rights-of-way.

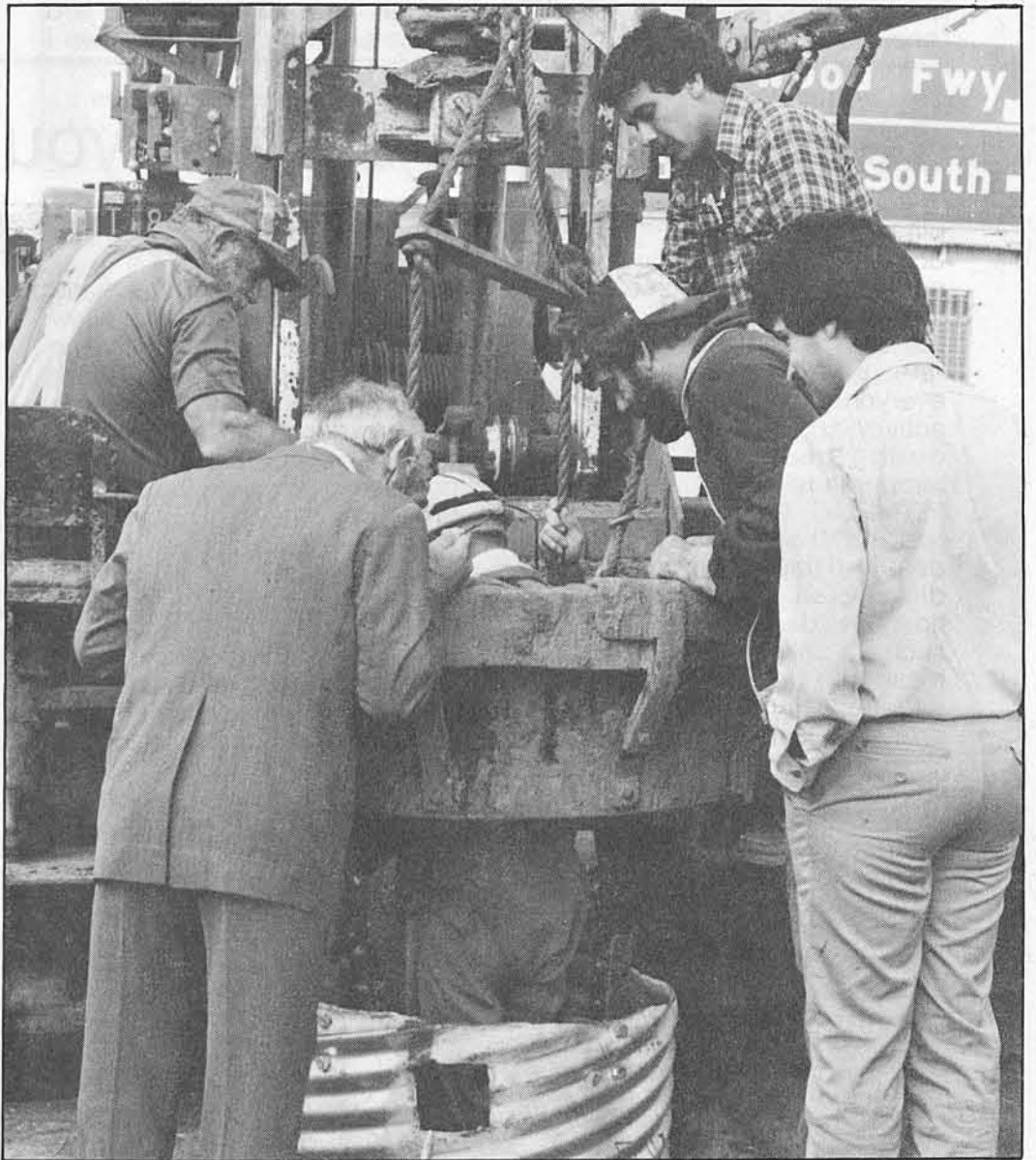
For an urban area which was growing very fast, suffering from lots of traffic congestion, and whose public transportation was of very inconsistent quality, the Comprehensive Rapid Transit Plan offered the hope of a uniformly high level of mass transportation

newspapers favored a site around Fifth Street and Central Avenue. Included in the terminal layout was a sort of "initial increment" of elevated access trackage from the Los Angeles River to P. E.'s Main Street Station to take interurban trains off the streets and out of traffic. The *Los Angeles Times* favored the Plaza site for the union station, and was dead set against elevated railways. The paper editorialized that the elevated access was but a foretaste of horrible things to come — a network of noisy, ugly el's all over town! When the union station issue and the elevated to Main Street Station were put to an advisory referendum, the people sided with the *Times* position, and by implication, against any rapid transit system which included elevated railways.

Actually, the voters never got to decide on the Comprehensive Plan itself, and the Los Angeles City Council refused to accept it. Little was done about rapid transit for a while, although the issue was widely debated. Finally, in the late 1920's, various interest groups decided that it was time to get the ball rolling. A bill was introduced into the legislature to expedite formation of tax assessment districts to finance rapid transit lines. The Los Angeles Board of City Planning Commissioners, in order to feel out public opinion before things



ABOVE — Mike Malak, chairman of the North Hollywood Special Analysis Committee (seated far left) and John Dyer answer questions from a group of North Hollywood High School students about Metro Rail's impact on the first of a series of television programs to be broadcast over Channel 58. **BELOW**—Engineers and drilling crew watch as an engineer is lowered into an observation hole drilled near the site of a planned Metro Rail station in Hollywood.



moved too far ahead, held two conferences on the rapid transit question during the first half of 1930. Most of the papers read at these forums were favorable to the idea of a rapid transit system, but those which were not, or which were hesitant, made up the tips of some mighty big icebergs. Among the objections were the following:

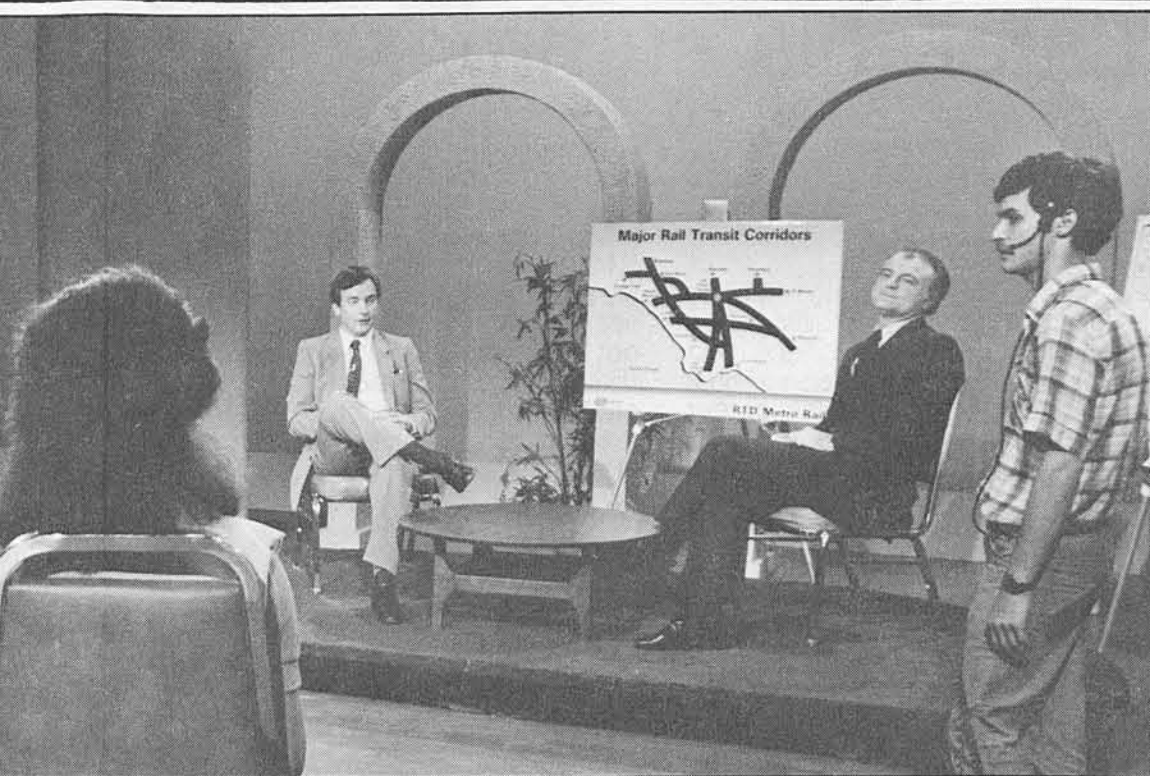
- Elevated railroads were totally unacceptable, as they depreciated neighborhoods and property values.
- The property tax assessments would be too much of a burden on the small homeowner.
- Outlying areas would benefit at the expense of inner areas.

- The transit companies would benefit at taxpayer expense.
- Regional business centers, like Hollywood, would not be as well served as downtown Los Angeles.
- Traffic congestion would not go down.
- Most transit riders would not find the rapid transit lines convenient to use.

After the two conferences, the Comprehensive Plan was a dead issue. Put succinctly, its demise can be attributed to four factors: it was overambitious, over-extended, over-priced, and over-head!

The failure of the Compreh-

Current Metro Rail plans



BELOW — Visitors to FutureWorld Expo '83, held at the Convention Center in early May, view a Metro Rail display and models.

BOTTOM — Lt. Governor Leo McCarthy addresses a group of North Hollywood residents concerning the need for Metro Rail.

End of milestone Process in sight

Thousands of weary but proud faces are showing the first signs of satisfied smiles as preliminary engineering for the Metro Rail Project draws close to successful conclusion.

After nearly two-and-a-half years of intense effort by hundreds of District employees, consultants, Board directors, numerous governmental agencies and thousands of concerned citizens and civic leaders the project has entered the final phase of its public participation program.

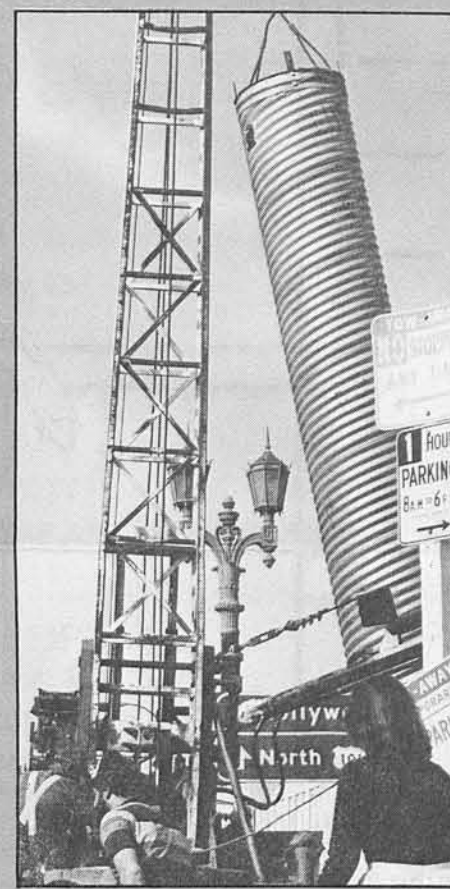
Milestone 12, the last step in the 15-month-long milestone process, will be presented to the Board of Directors at its public hearing on June 27, 1983, ending what has been a long, hard and at times bitterly contested effort on the part of the RTD and the communities impacted by the subway system. The end result, however, is a proposed project fiercely supported by a broad-based following of community, civic, business, social and political leaders as well as many thousands of everyday citizens who see the need for safe, clean and efficient rapid transit in our urbanized area.

In March, 1982, the RTD began a joint staff/community effort called the "Milestone" process, in which all major engineering and policy decisions were divided into 12 distinct subject areas or "milestones." Milestone topics included such subjects as route alignment, station location, station design, system safety, operating equipment, land acquisition and land use policies.

It is in Milestone 12, however, that all these and other related decisions have come together in a final "System Plan," the title of the document. In two sets of public meetings the community has had the opportunity to

observe first-hand the culmination of all their efforts and time spent working with the District's staff and consultant team toward a common end for a common cause.

Chambers of commerce, homeowners, citizen action groups, merchant associations, professional groups and similar groups from all sections of the city and county have banded together to help bring Metro Rail into reality. These groups are continuing their support by bringing pressure to bear on Congress in the fight for adequate funding for what a high-ranking Department of Transportation official has referred to as "... the most carefully studied, thoroughly justified and most cost-effective project of its kind."



ABOVE — Drilling crew prepares to line an observation hole drilled near the proposed site of a Hollywood Metro Rail station.

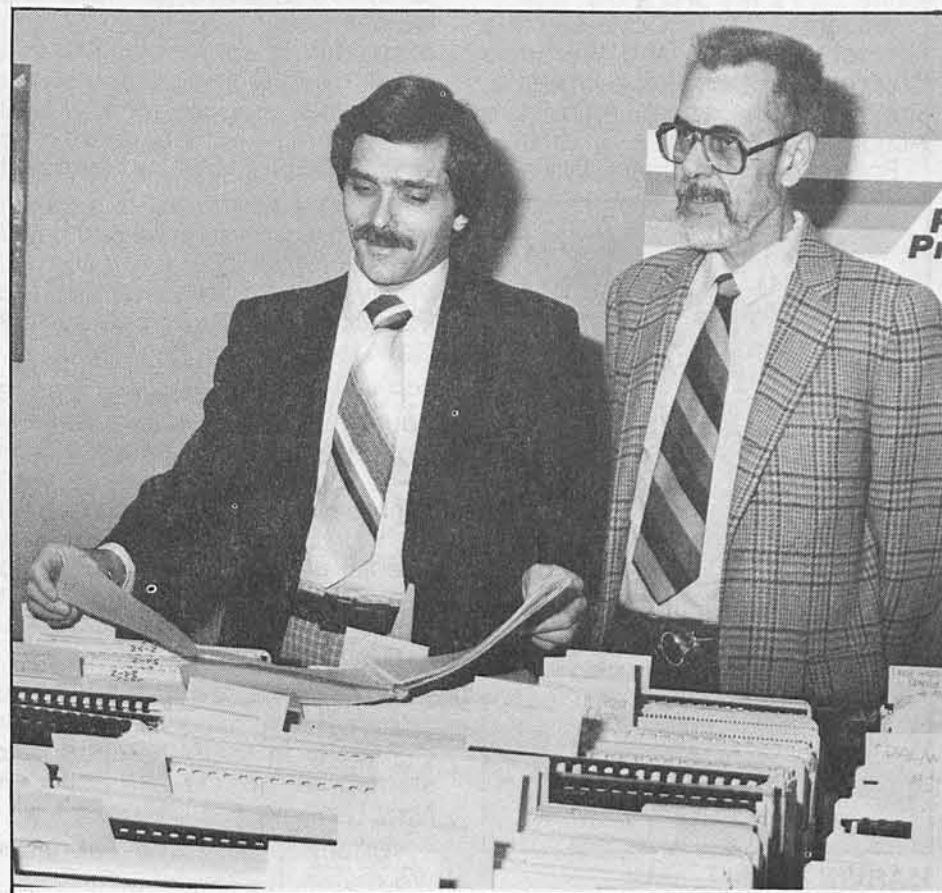
BELOW — Assistant General Manager for Management John Richeson and Mike Hartpence, from Purchasing, peruse the more than 60 proposals received for bid on continuing preliminary engineering on the Metro Rail system.



sive Plan did not interrupt the search for rapid transit, which was still seen as a pressing public need in Los Angeles during the early 1930's. Mayor Shaw made it a campaign promise, and responding to his mandate, the Los Angeles Central business District Association engaged a prominent local consultant, Donald M. Baker, to come up with a less objectionable, and less costly alternative. Baker's report, published in 1933, recommended a subway under Hill Street and four radial grade-separated rapid transit rights-of-way covering the heaviest P.E. travel corridors. At \$30 million, the Baker plan seemed highly afford-

able, especially if a Federal public works grant could pick up a third of the tab. But, it too did not come to pass. The Los Angeles Railway sponsored its own study of street-car subways to be built in conjunction with the Baker rapid transit lines for interurban trains. What a marvellous opportunity was passed up for Los Angeles to get a relatively inexpensive, but highly useful mass transit infrastructure which would be difficult to assail, and unthinkable to abandon in the forthcoming years!

NEXT MONTH—The Era of Intermodal Sketch Planning.

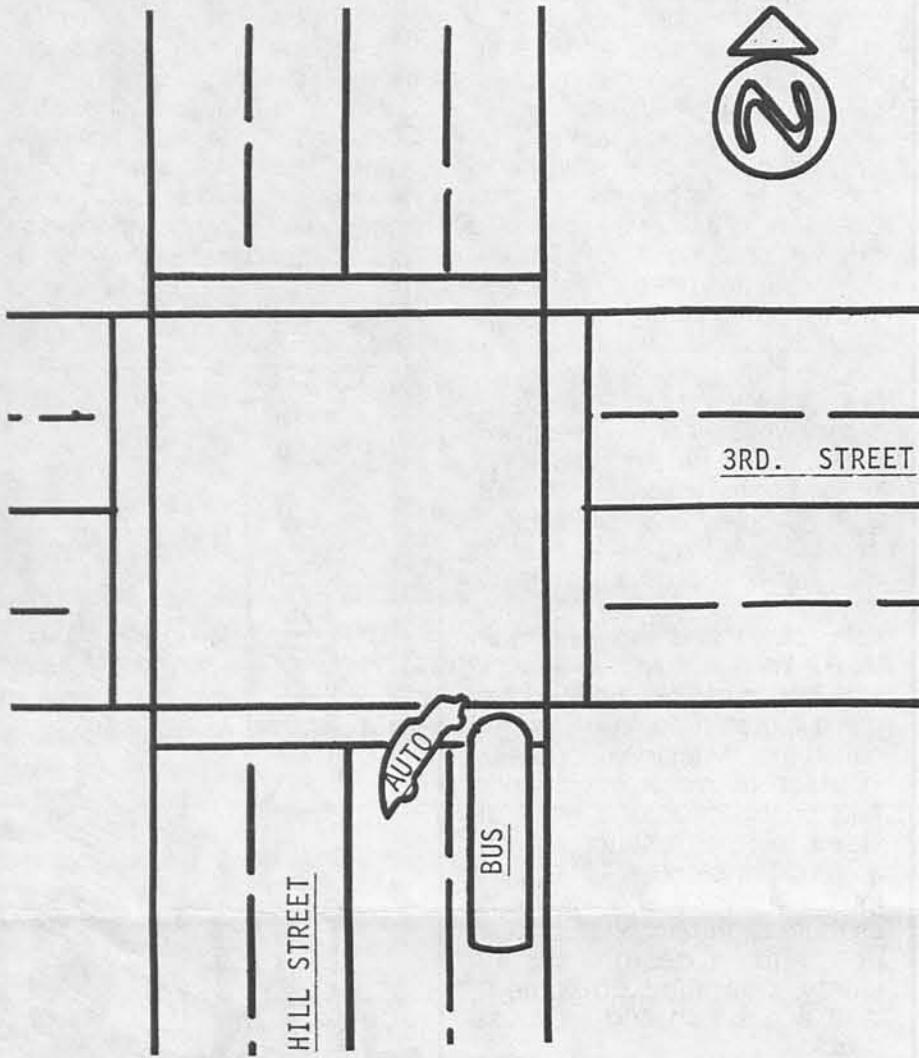




You be the Judge

OPERATOR'S STATEMENT:

I had 25 passengers on my bus and had just picked up three more passengers at the nearside stop, one of the passengers was carrying two shopping bags. As I started to move, an automobile made a right turn in front of the bus, causing me to make a sudden stop in order to prevent a collision. In doing so, the passenger with the two shopping bags fell in the aisle.



As there were empty seats on the bus, the operator should have not moved the bus until the passenger was seated, realizing that if he had to make a sudden stop, the passenger might not be able to retain his balance and could fall. For this reason, even though the automobile was in violation of the Motor Vehicle Code for making an illegal turn in front of the bus, the accident was judged preventable.

ANSWER:

Williams named to head EEO

Marvin D. Williams has been appointed RTD's new assistant general manager for equal opportunity.

Williams, 34, will oversee the District's Minority and Women's Business Enterprise programs, Contract Compliances, Affirmative Action, and Training.

For the past five years, Williams

has worked for Boone, Young and Associates, management consultants based in New York City, Philadelphia and Washington, D.C. He has been the project manager responsible for establishing a small, minority and women-owned businesses program for a \$2.5 billion federally funded railroad revitalization project in the Northeast.

Williams also helped organize similar programs for the Southeastern Michigan Transportation Authority, and the Tri-State Regional Planning Commission of New York, New Jersey and Connecticut.

Prior to his position at Boone, Young and Associates, Williams was coordinator of Minority Business Enterprise for the Massachusetts Bay Transportation Authority in Boston. He also served as special assistant and investigator to the Connecticut Commission of Human Rights and Opportunities in Hartford, Ct.

Williams earned a bachelor of arts degree in history at Wesleyan University in Middletown, Ct., and studied law at Yale Law School in New Haven, Ct.

Williams and his wife, Fabienne will reside in Pasadena.



MARVIN D. WILLIAMS

Krafft announces Plans to retire Later this summer

Director of Transportation Roland Krafft has announced that he will be retiring on July 31 this year after more than forty years in public transit.

Krafft oversees approximately 5000 employees including bus operators, radio dispatchers, road supervisors and other operational personnel. Krafft began his career as a trolley conductor and motorman with the Pacific Electric Railway in Los Angeles in 1942. He

later drove for an RTD forerunner, Metropolitan Coach Lines.

"We're going to be hard pressed to replace Roland," commented RTD General Manager John A. Dyer, adding that a nation-wide search for Krafft's replacement will get underway soon. "It's a rare individual who has the drive to advance from trolley and bus operator to top management, but Roland set that as his goal long ago and he achieved it," Dyer added.

GUESS WHO?

Last month's mystery guest must have been too easy. Leila Bailey's picture not only drew the largest response of any *Guess Who* we've run to date, but was also the only one we've published that didn't draw at least one incorrect guess. Frank A. Payrow, a retiree, was our winner.

Just so it won't get to be a habit, this month's *Guess Who* is going to be a little tougher to figure out. This photo was taken when this month's mystery guest was about a year old, around 1939. She's worked for the District for the last 16 years, starting out as a steno clerk and Administrative Assistant. She's still in administration, but we won't tell you where.

Remember — write your best guess on a slip of paper and send it to Headway. The winner will be picked at random from among all correct guesses. Don't forget to include your name, extension and badge number when you send in your guess.



GUESS WHO?

CRYING WON'T HELP... BUT YOU DID!

Where there is pain, there is a problem. The pain can be physical discomfort or emotional upset. It doesn't matter.

For whichever reason, the pain is real. The person hurts. Attention, care, concern and treatment are needed.

Because of your gift to the United Way Campaign, help is available.

You, the concerned citizen, are the reason we are able to say, "Thanks to you, it works for all of us!"

Because you care, SCRTD has increased its United Way Campaign donations by 56.5% over last year for a total of \$228,567 in 1983 donations.



COMMENDATIONS AND SCHEDULE CHANGES

Mark Marcus, Div. 8;

I just want to thank you for locating my wallet and turning it in yesterday. I was frantic when I discovered that I had left it on the bus. But I was a little bit encouraged by the fact that at least it was a 93U and there are only two of them in the morning. Nevertheless, if anyone else had been driving the bus or if someone else had picked it up, I might not have gotten it back. So I thank you for that, very much.

Sincerely,
Martin Blair

Debbie Everett, Div. 16;

I ride the RTD almost every workday from Pomona Fair Grounds to Los Angeles. I was especially impressed today by the driver, Ms. Debbie Everett, employee number 2697. She was not only pleasant and courteous, but one of the best drivers on the 764 route.

I feel she deserves a pat on the back from her employer!

Sincerely
Walter Sprague

Samuel Humphrey, Div. 5;

This past Monday evening, April 4th, I witnessed a woman being forced into a car on Manchester Avenue in Playa del Rey. Fortunately Samuel Humphrey was driving his bus eastbound and also saw this incident. Mr. Humphrey followed me as I tailed the car to get the license plate number. After I got the number I went to his bus where he was waiting to radio in the

number to the police. Fortunately, the car reappeared and three teenagers came out and told us they had been horsing around. Both Mr. Humphrey and I questioned the girl until we were comfortable she was not being held against her will by her companions.

I would like to acknowledge the exceptional service performed by Mr. Humphrey by offering assistance in what could have been an emergency. His actions demonstrate a high level of responsibility, initiative, and provide an excellent example for others to follow.

It is my pleasure to commend him and to extend my personal thanks.

Sincerely
Elice Heyman-Tobin

The following individuals also received commendations last month.

DIVISION 2

John Powell, Jr.
Alonzo Kelley
Alfreda Laroix
Garland Hagan

DIVISION 3

Arturo Delgado
Richard Patterson
Fred Macklin, Jr.
I. D. DeLatorre
Frieda King

DIVISION 5

Shirley Birdsong
Robert Lane
Benjamin Cooper
Carl Sanders
John Shamsid-Deen

Ratner, Allan H., from Special Asst to Security Guard II

Schwanke, Richard L., from Mech B to Mech A Leadman

Thorne, Susan, from Personnel Asst to Personnel Analyst

Torres, Robert, from Staff Asst to Equip Maint Sup. I

Wentz, Janet A., from Clerk to General Clerk II

MOVING UP

Adams, Joseph, from Mechanic C to Mechanic B

Aguiar, Raul, from Mech B to Mech A

Arriola, Consolacion G., from Typist Clerk to Word Processor Opr I

Atkins, Jack F., from Mech A Leadman to Equip Maint Sup. I

Avila, Hector, from Mech C to Mech B

Ballard, Arthur, from Mech B to Mech A

Bennett, Alice, from Personnel Asst to Personnel Analyst

Bonakdar, Morteza S., from Mech C to Mech B

Brizuela, Jorge, from Mech B to Mech A

Cendejas, Federico, from Mech B to Mech A

Daniels, Richard, from Mech B to Mech A

Dupre, Lawrence, from Mech C to Mech B

Ellison, Sandra, from Personnel Asst to Personnel Analyst

Fernandez, Carlos, from Mech C to Mech B

Flores, Debra L., from Typist Clerk to Clerk

Lee, Jackey, from Mech A to Equip Maint Sup. I

Lezine, Michael, from Mech C to Mech B

Little, Patricia A., from Service Attendant to Serv. Att. Leader

Mitchell, Bob, from Mech B to Mech A

Mynatt, Christopher, from Mopper Waxter to Service Attendant

Plascencia, Oscar, from Mech A to Mech A Leadman

Ramos, John, from Mech B to Mech A

Ramos, Manuel, from Mech B to Mech A

DIVISION 6

Frances Dawson
Jose Requero, Jr.
Jim Flenoury
Mary White
Jacque Hancock
Rick Cadelli
Scott Mercer
Tom Pritchett

DIVISION 7

Carlos Iglesias
William Reddick
Charles Square
Walter White
Richard West

DIVISION 8

James Hawkes, Jr.
Marc Hollander
Guadalupe Fonseca
Donna Summers (2)
Sudershanam Numma
Ronald McCoy
Luis Martin

Dillard Dorais
Allan Bernstein

DIVISION 9

Samuel McCoy, Jr.
Larry P. Thompson
Josie Robbs
Celestine Royal

DIVISION 12

Merrill Fretwell
Paul A. Tumminieri
Charles Watson

DIVISION 15

James Grumbach
James Stephenson
Robert Crowe

DIVISION 16

Ralph Evans, Jr.
Benjamin Morris
Jerry Gardner

DIVISION 18

George Nahra (3)
Prince Williams, Jr.

UPCOMING EVENTS

1984 bus pass photo will begin August 6, 1983
Watch Headway for details

1983 Bus Rodeo preview in June issue of Headway

NEXT MONTH

Part Two of the Seven Eras of Transit Planning

METRO RAIL UPDATE

can be seen on Ch. 58

June 12 at 1 pm June 15 at 7 pm

June 13 at 6 pm June 17 at 6 pm

June 14 at 2:30 pm

Coloring Contest Winners

GRAND PRIZE

Anthony Carroll
Age 7

6 YEARS OLD AND UNDER

1st — John Dell
2nd — Sandra Novak
3rd — Angela Pedroza

7-8 YEARS OLD

1st — Eric Aquirre
2nd — Martha Aquirre
3rd — April Roosen

9-11 YEARS OLD

1st — Shawn Cavette
2nd — Cynthia Cook
3rd — Derek Walker

12-14 YEARS OLD

1st — Tracy Lloyd
2nd — Cardell Walker
3rd — Jennifer Miller

SHIFTING GEARS

Guillebeau, Ulysses, Mech A, has retired after 41 years of service.

Huey, David H., Operator, has retired after 18 years of service.

Strean, Robert W., Operator, has retired after 11 years of service.

Villery, Paul, Mech A, has retired after 26 years of service.

Wilkins, John S., Mgr. of Employee Relations, has retired after 34 years of service.

IN MEMORIUM

Cattell, Kenneth W., Operator since 9-25-36, retired 6-1-65, passed away April 11, 1983

Holsberry, William, K., Operator since 10-4-41, retired 11-8-72, passed away April 13, 1983

Hutcherson, Stenson J., Mech A since 7-3-46, retired 10-3-81, passed away March 25, 1983

Loewing, Robert, Operator since 1944, passed away Jan. 13, 1983.

McCutcheon, Teurman O., Operator since 6-7-46, retired 7-23-76, passed away March 11, 1983

Washington, Clarence, Mech A since 9-28-45, retired 9-1-71, passed away April 15, 1983

Washington, Ralph R., Operator since 1-8-66, passed away April 30, 1983 while in service

About the Cover

Mike Malak, chairman of the North Hollywood Special Analysis Committee, and General Manager **John Dyer** answer questions from North Hollywood High School students about Metro Rail in the first of a series of televised Metro Rail Updates.

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 SALE

'73 Merc Capri; V-6, manual transmission. \$1,000 as is, call 439-7936 eves.

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 canabalize off of your old junker. Call Jeff at (213) 461-7962 any-time.

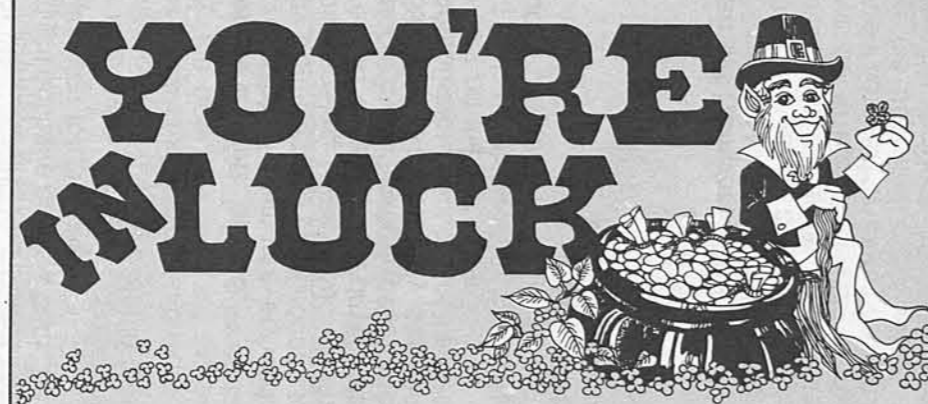
RTD HEADWAY

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



YOUR CREDIT UNION HAS MONEY TO LOAN AND ANNOUNCES — LOWER INTEREST RATES AND HIGHER DIVIDENDS

CURRENT LOAN INTEREST RATES

Signature loans - unsecured	17%
Signature loans - with collateral	15%
Used vehicles	17%
New vehicles	15%
Share secured	12%

One year of District service is the minimum requirement.

DIVIDEND RATES EFFECTIVE JUNE 1, 9183

Share Amount	Interest Paid
\$10.00 and under	0%
\$10.00 — \$250.00	5%
\$250.00 — \$1,000.00	6%
\$1,000.00 — \$4,000.00	7%
\$4,000.00 — \$15,000.00	7½%
\$15,000.00 — and Over	8%

TRANSIT DISTRICT EMPLOYEES FEDERAL CREDIT UNION

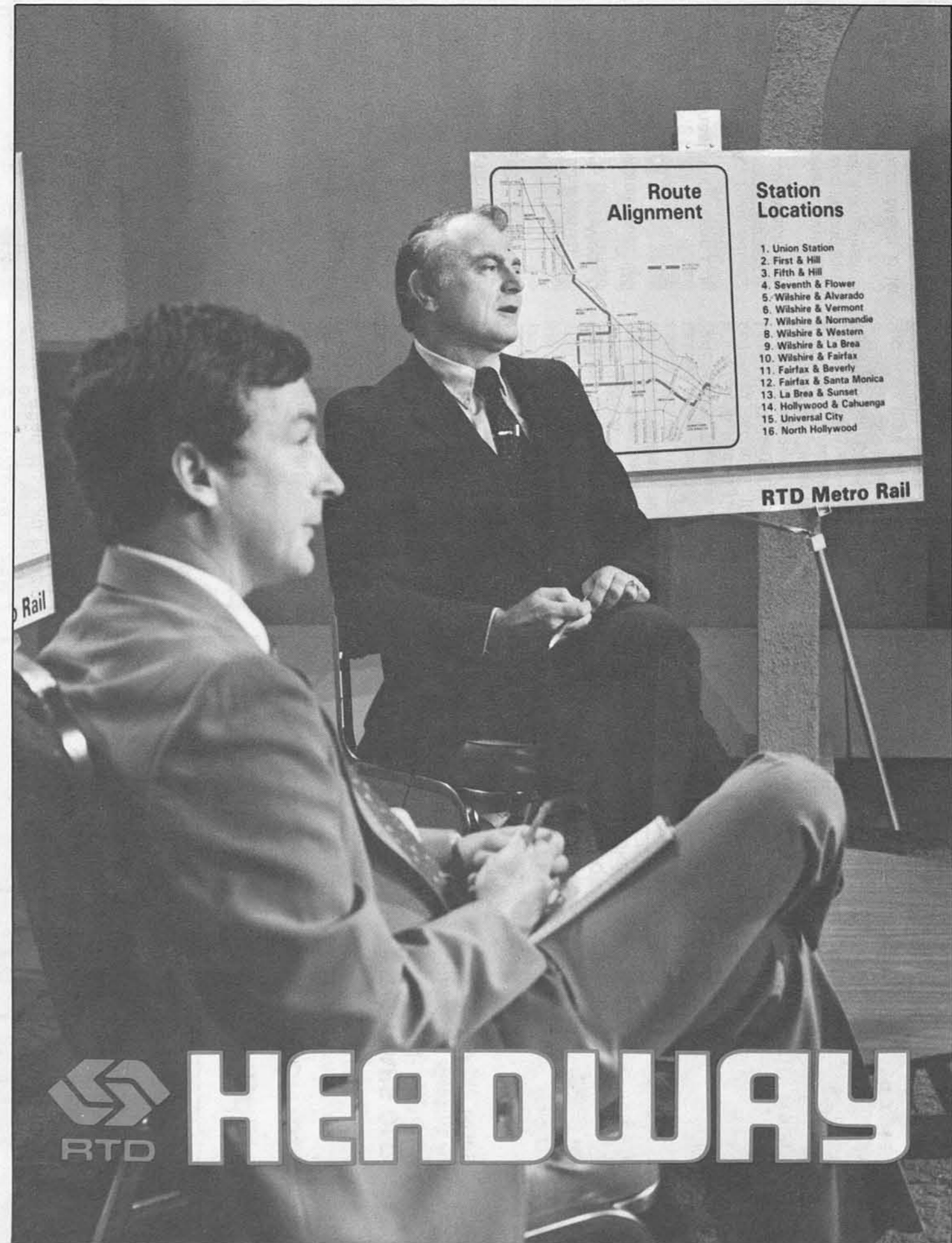
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