

# HEADWAY



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## INSIDE THIS ISSUE

New Divisions .....	2
TRANSMIS .....	3
Employee Pictures .....	4,5,6
LA's Rail System .....	8



RTD General Manager (extreme left) briefs members of the press just before starting a bus tour of the proposed four-mile alignment of the Metro Rail subway system. Shown standing behind Dyer are RTD Board President Nick Patsouras and Los Angeles Mayor Tom Bradley. The tour pointed out the five stations, the yard and maintenance shops to be constructed along the route. Total cost of the 4.4-mile initial segment is \$1.175 billion.

## Metro Rail Moves Forward; Concept to Become Reality

COUNCIL GRANTS EXTENSION ON EIR ... METRO RAIL BENEFIT ASSESSMENT DISTRICTS ... JUDGE QUESTIONS METRO RAIL REPORT ... RTD SCHEDULES PUBLIC HEARINGS ON METRO RAIL ... SALES-TAX FUNDS EARMARKED FOR METRO RAIL SUBWAY ... NEW STUDY SOUGHT ON IMPACT OF METRO RAIL ... METRO RAIL BUILDERS TRIM REQUEST FOR FEDERAL FUNDING ... METRO RAIL GETS FUNDS ... COMMISSION ALLOCATES \$406 MILLION TOWARD METRO RAIL CONSTRUCTION ...

These are just a few of the terms each of us see and hear virtually every day on the District's Metro Rail subway project.

Don't feel alone if you are somewhat overwhelmed by the terms and rhetoric. Even some District staff members who work full time on Metro Rail have difficulty keeping up with all the developments on the project.

Metro Rail is coming, with groundbreaking in the near future. A major step in this direction came in mid-October, when the RTD Board approved an agreement with the Atchison, Topeka and Santa Fe Railway Co. for the purchase of a 40-acre site bounded by the Los Angeles River, First Street, Sixth Street, and Santa Fe Avenue.

The District agreed to pay \$27 million for the site, which will provide the space for the necessary yards and shops to support the Metro Rail system. The location is just a short distance from Union Station, the eastern terminus of Metro Rail.

### Santa Fe

The RTD also agreed to pay the railway company up to \$16.5 million in

additional funds for expenses involved in relocating and rearranging Santa Fe's track and facilities.

Most news stories lately have been on funding. As Headway goes to press, the District is awaiting word from Washington on whether Congress will commit construction funds to the project in the form of a "Letter of Intent," the last remaining step before letting of construction contracts.

"We finally have our act together here in Los Angeles," RTD President Nick Patsouras said following a mid-September approval by the Los Angeles City Council of a first-year commitment of \$7 million to Metro Rail as part of an overall \$69 million city share. "Previously when we tried to get federal funding, they have always told us to go back home and arrive at a local consensus and funding package."

### Prop. A

Patsouras said that for the first time consensus exists. "When the voters passed Prop. A in 1980, they approved partial funding of the project with county sales tax funds. The state already had joined with us. With the city endorsement in hand, we were ready to receive the federal share."

John A. Dyer, RTD general manager, pointed out that the federal government has already been heavily involved in the project. He noted that in recent months:

- Washington committed \$105 million for engineering, land acquisition, and other pre-construction activities
- The Urban Mass Transportation Administration (UMTA) ranked Metro Rail as number one on the list of new rail starts

(Continued on Page 8)

### Cover Story

## RTD, United Way Start Eighth Joint Fund Raising Program

November brings chilly air, Christmas tree lots filled with the scent of pine, brightly blinking lights and a holiday spirit. These are some of the signs that another year is coming to an end.

Another sign of time's passage is when our minds wander over what we accomplished over the past year.

Because of what we remember, we feel proud about what we did. Sometimes, however, we feel a twinge of guilt recollecting how much more we could have done to help others.

Sam Harper is one who feels good about what he has done over the years. Harper is featured on the Headway cover with a patient at Los Angeles' Children's Hospital. A 14-year employee, Harper has worked for the last two years on the RTD United Way campaign representing the Un-

ited Transportation Union. He encourages his fellow union members to contribute during each campaign drive. Nearly 80 percent of his union comes through. This year, he hopes that everyone in his union will give \$10 a month through payroll deduction.

"I tell them that it's really not going to hurt them to give a few dollars a month," said Harper. "There are people who can't help themselves, so we have to help them." Harper also organizes visits by union members to local hospitals served by United Way.

Each year at this time, RTD launches a cooperative fund raising effort with the Los Angeles chapter of United Way. Over the years, RTD employees have enjoyed a successful relationship with the agency. When United

(Continued on Page 4)

## Sudden Rescue By Transit Officer Makes Local Hero

Sunday afternoon, when activity on Los Angeles streets move slowly in the weekend hush, something happens to rip the tranquility. A drunk driver hits a young boy at a crosswalk, dragging him hundreds of feet before the vehicle is stopped. One witness to the accident decides to get involved.

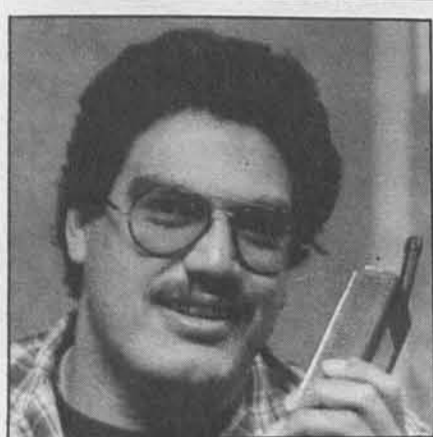
He is the RTD Transit Police Officer Alfredo Magallon, a three year member of the force and the father of three children. All he can think when he sees the incident is how that child could be his own.

Magallon is off-duty and traveling eastbound on First Street in downtown

(Continued on Page 3)



Robert Apodaca of Division 9 in El Monte took first place honors in this year's annual RTD Bus Roadeo competition. Apodaca competed with 30 of the District's top drivers along a difficult obstacle course. Operators were judged on driving ability, judgment and knowledge of safety regulations as they maneuvered 13-ton buses through 12 simulated road problems in seven minutes or less. Apodaca earned a first place cash award of \$750. He has competed in the RTD Bus Roadeo for the past five years; in the last three years he has placed in the top ten.



Transit Officer Alfredo Magallon was commended by Assemblyman Richard Alatorre recently for his brave efforts in rescuing a child pinned under the car of a drunken driver. Magallon was off-duty at the time of the accident.

## New Designs Provide Comfort, Color, Character at Divisions 10, 18



**Division 10 in East Los Angeles is a proud example of the District's efforts to create facilities sensitive to operators' needs. Built over 15 acres, the division can dispatch 250 buses and assign 290 operators daily.**

Two new divisions began operations this year: East Los Angeles Division 10 and Carson Division 18, in Carson.

Built at a cost of more than \$7.6 million, Division 10 can dispatch as many as 250 buses and assign 290 operators daily. The Carson facility is about as large. Constructed at \$8.5 million, the division also occupies more than 15 acres handling 250 buses and assigning 227 operators daily.

Both divisions include design elements that are sensitive to operators' needs. Older transportation concepts embraced conventional notions of a single locker room and rest area, said Chief Engineer Phil Meyers. "At divisions 10 and 18 we provide a separate room for viewing television, a quiet-room for reading, an area to play billiards, table tennis or dominoes. An operator has access to exercise equipment, a kitchen, lunchroom and a conference/classroom in addition to the locker room."

The two divisions are situated in the heart of some of the Southland's busiest areas. Construction of Division 10 began in August 1983 and ended September of this year. Work on Division 18 began in 1979. Much of the time was spent on locating a suitable site for the Carson yard with actual construction beginning in 1983 and ending in August this year.

It was an effort that paid off. "Most of the operators seem very positive about the division," said Evelyn Frizelle, Assistant Division Manager at 10. "Many have mentioned that it's a pleasure to come to work because of the new facility."

Many operators spend hours at their divisions, when not driving, said Meyers. Extras make it easier for the operators to pass the time.

The two yards also support maintenance facilities to repair, clean and fuel coaches. The Maintenance Building at the East Los Angeles facility occupies about 43,000 square feet, more than three times the area of the transportation building. Its underground diesel tanks alone can hold up to 120,000 gallons to fuel nearly 250 buses. Underground antifreeze, waste oil, torque oil, solvent and waste fuel tanks handle about half as many gallons of products. All told, the facilities new

structures cover 60,000 square feet. The division can hold 550 spaces for bus and employee parking.

Transportation and Maintenance personnel who served at old Division 18, one mile east of the new facility have something to compare their new operations to. Maintenance workers had an office that sported a leaky tin roof. Milton Spencer, division manager at Carson says, the new facility "is quite an impressive job."

Spencer points with pride to the modern architecture and new maintenance devices that make his job easier. For example, a bus is fueled and vacuumed at the same time. Previously, they were separate operations. Paper and other debris sucked by the vacuum system is automatically baled. And the bus wash cleans more thoroughly than ever.

New hydraulic bus lifts limit the time a worker has to spend in the pit. And, said Spencer, the area of the new pits has been expanded to hold tools.

The new maintenance storage area also is perhaps three times larger, Spencer said. "There's a lot less dust and dirt," he added.

This year, Bus Facilities kept busy redesigning and constructing more buildings at the District's 13 operating divisions. Architect Surin Chetnakarnkul led the design efforts and managed construction of the transportation building at Division 3 in Cypress Park while Civil Engineer Paras Sharma served as Project Manager on construction of a maintenance and employee parking structure at Division 5 in South Central Los Angeles.

Architect Jim Louie served as project manager during the design phase of Division 18 while Civil Engineer John Joyce served as resident engineer during its construction. Civil Engineer Jack Wang was the overall project manager during the construction of Division 10.

Henry Rhodes, Supervisor II at Division 18, serves as Assistant Manager of the facility. David Vaillancourt is Acting Manager of Division 10 while Frizelle and Billy T. Harris serve as assistant managers.

Division 10 is located at 742 N. Mission Road in Los Angeles. Division 18 is at 450 W. Griffith Street in Carson.

"It's a good feeling to see buildings go up and divisions being created. We know that the new facilities make the people who work at the divisions happier," said Phil Meyers.

"It makes what we do in Bus Facilities a lot more satisfying."



**Located in Carson, Division 18 was also constructed this year. Like its counterpart in East Los Angeles, the facility includes many amenities for operators, including a quiet room and an exercise room. The division can dispatch 250 buses. It now assigns 227 operators daily.**

## Buses Get Green Light to Run Longer For Improved Service

Next year 68 RTD buses on Ventura Boulevard between Vineland Avenue and Reseda Boulevard in the San Fernando Valley will get extra time to clear an intersection.

It's all because of new technology that automatically controls the timing of signal lights to allow buses to clear an intersection.

It's innovation works this way a pulsating beam of ultraviolet light is sent from a device on the front of the bus. Special software on the traffic light reads the beam and holds the light green. The result is that traffic enjoys added green time, up to ten seconds longer.

"Operators will have to remember that this isn't a license to run red lights with the new technology," said RTD's, Director of Transportation Ed Nash. "This system actually provides an opportunity to provide better service," he said.

Signal lights on both Ventura Boulevard and its cross streets will be affected.

The system will work without adversely disrupting traffic on both main and cross streets. This pilot program will be tested along a stretch of road where three bus lines travel. The test will analyze how the system affects traffic patterns, actual travel time benefits and whether the system eventually can be placed along other heavily travelled bus routes.

Ben Urban, RTD's lead planner on the signal pre-emption program said Ventura Boulevard was selected as the test site because it has comparatively fewer heavily travelled cross streets. Therefore, the system could be tested without affecting corridor traffic.

"The crux of this program is not really in moving vehicles, but in moving people efficiently," said Urban. "We hope that we can save people some travel time, improve schedule reliability and maybe get more people on buses."

The program is the result of a joint effort with the Los Angeles Department of Transportation and RTD. A few years back, the two agencies agreed to develop means of improving traffic flow on city streets. Signal pre-empters were suggested because they had already been put to use in cities around the nation, although more commonly on emergency vehicles than buses.

The Los Angeles test will occur along a ten mile stretch where approximately 20,000 boarding passengers travel during an average weekday.

At the end of one year, District planners and staff from the city's depart-

# Computers — New Road to Better Service

RTD leads the transit industry in applying new computer technology, which is making virtually every area of RTD's operations from maintenance to customer information more efficient.

Computers also give RTD managers immediate access to vital information they need to respond to service requirements.

"Without a modern computer-based management information system, RTD would be inadequately prepared to cope with record bus ridership today while moving forward with rail transit expansion," notes RTD general manager John Dyer. "Certainly, we would have been hard pressed to stage our successful Olympic service."

The general manager also points out that the \$37 million RTD is investing in computer systems between 1981 and 1986 already is yielding benefits.

Service is more reliable because all maintenance work performed on each of the 2,600 buses in RTD's active fleet is now tracked by computers, which automatically set preventive maintenance schedules for individual coaches while monitoring costs as well.

### Herculean Task

Likewise, RTD relies on computers for inventory control, a Herculean task considering there are tens of thousands of different bus parts that must be stocked at all times.

Schedule changes now can be made on computers eliminating time-consuming paperwork. Planners also employ this technology to project long-range ridership forecasts and matching service levels.

Payroll and many personnel functions have been already computerized. As a result, operators and mechanics soon will be able to consult their division supervisors regarding payroll and benefit questions, rather than call headquarters.

Computers also are helping the public get information on RTD routes and schedules. Computer-assisted telephone information operators

ment of transportation will evaluate the program to determine improvement in actual running time and other factors in operating the system.

Giving buses priority green lights will allow for a more efficient movement of buses on what is already one of the most congested streets in the San Fernando Valley," said Urban.

"Although the technology is new and fascinating, people must remember that the system will be fully automated and that an operator will not have any control over the signal light."

The program is funded by the city's Department of Transportation through Proposition A money.

answer calls faster and provide more detailed information. The District is expanding its Computerized Customer Information System (CCIS) to cover its entire service area. The full program should be working in 1986.

### TRANSMIS

The centerpiece of this new technology is the Transit Management Information System (TRANSMIS). Today, it encompasses maintenance, inventory, purchasing, accounts payable, general ledger, project control and contract administration functions.

By next summer it will integrate planning, scheduling, transportation, human resources and payroll functions into the computer system.

IBM, which builds the computers behind RTD's computer network, showcased TRANSMIS at the recent American Public Transit Association annual convention in Washington, D.C. where it received rave reviews from transit agencies across the nation, according to RTD data processing manager Don Pierce.

"We've had inquiries about the system from as far away as Montreal, Canada and Manchester, England," Pierce added.

RTD's current preeminence in computer technology is a far cry from operations three years ago.

"If a manager wanted data on an individual coach or the entire bus fleet, it could take a week or two to process," Pierce recalled. "Today, he can access this information in seconds."

### Olympics Test

RTD's modern computer ability was put to the ultimate test during the summer Olympics when RTD created a special fleet of 550 buses to transport Olympic fans to the major sporting events.

The service varied each of the 16 days because different events were scheduled each day at up to 23 separate venues spread throughout the Greater Los Angeles area.

"We didn't just set up one Olympic system. We tailored 16 different systems, each involving hundreds of buses," recalls RTD planning director Gary Spivack.

Likewise, maintenance could monitor up-to-the-minute equipment availability to avoid disruptions in either the Olympic service or RTD's regular schedules.

Maintenance and Transportation literally worked around the clock to service the Games. Facility Maintenance worked on emergency division

repairs providing service during sudden electrical failures, for example. Not one bus failed to leave on time as a result, with all maintenance problems being resolved within three hours.

### 10-Hour Days

As part of its Olympic efforts 200 employees were transferred from South Park shops to various divisions to work weekdays and weekends with weekdays off. The Downey division operated on a 24-hour basis and the number of road mechanics was increased to keep buses moving and traffic lanes clear for up to 20 hours a day. All Maintenance non-contract employees worked at least 10 hours a day, six days a week; some worked in the dispatch offices taking road calls and keeping track of where road mechanics were at all times.

Some of the maintenance individuals instrumental in implementing Olympics service include Maintenance Director Rich Davis, who oversaw the entire Olympics maintenance efforts, Chris Dahlstrom, Administrative Services officer, who sat on both the Operations and Olympics task force committees, Don Waite, Supervisor, who coordinated bus movements in downtown and Jack Eich, Superintendent of Maintenance, who worked on planning maintenance efforts to keep buses operating.

A few of the procedures Maintenance implemented during the Olympics have now been retained as part of its daily operation.

The Olympics enabled RTD to further expand its computer capabilities but the District hasn't stopped there.

RTD is in the process of establishing a transfer club with other transit agencies for sharing its computer software in hopes of having it enhanced by new practical applications.

"Why reinvent the wheel?" says Robert Pentek, director of RTD management information systems. "Our basic product becomes more valuable as innovative uses are developed for it. At the same time, federal dollars, which underwrite much of the cost of developing computer management information systems for the public transit industry, go further."

Pentek notes that key elements of TRANSMIS originally were borrowed from Chicago, New York, Santa Clara and the Bay Area and customized by RTD. Now the District is returning the favor as it seeks new applications to stay on the leading edge of computer technology.

Continued from Page 1

## MAGALLON

Los Angeles when he sees a car speeding. Two young boys start to walk across the crosswalk. The driver approaches the crosswalk but is apparently unable to stop in time, striking nine-year-old Jorge Betancourt to the ground.

According to police reports, the driver then panics, fails to stop, and drags the boy 589 feet before he is cut off by Magallon's car.

### "Why Didn't You Stop?"

Angered at the site of the reckless accident, Magallon rushes to the driver and screams in English and Spanish: "Why didn't you stop?" The driver replies that he is too nervous to control his actions.

"I could see the driver braking," recounts Magallon. "I think he panicked and ran from the scene although the boy was pinned under the car."

Magallon shouted to a passerby to call the police and paramedics.

In minutes ambulances arrive. In the meantime, Magallon and 30 or 40 people who have by now surrounded the scene, band to lift the car off the boy.

Jorge's parents are at the scene of the accident and see their son pryed from the steel mammoth that pinned him. So too was Jorge's friend, a boy of about 11 or 12 years of age. He had a weak heart, a congenital defect, that rendered the scene too much to bear. The sight literally kills the young friend, said Magallon. He died a few days after witnessing the accident.

Jorge is rushed to the hospital where he remains today. Although he has been removed from intensive care, doctors expect the boy to remain in the hospital for another two to three months.

### Brave Efforts

What has happened to Jorge since his accident is more than what most grown-ups can manage. He has been fitted with a steel plate to support a broken ankle. He has had surgery on a shattered knee and he continues to receive skin grafts to his back.

Magallon sighs heavily when he recounts details of the accident. His anger toward the driver has abated.

At the driver's trial the auto operator received a maximum of three years and eight months in prison.

Magallon visits the boy occasionally. Jorge's father and mother remain thankful to him for rescuing their child. "They praise me for what I did," said Magallon. "I tell them it's what anyone should have done." It is also what he told KCBS-TV when they called him a hero and KNX radio when the station made him "citizen of the week."

If Jorge's parents admire Magallon, the officer says that greater admiration should be shown toward Mr. and Mrs. Betancourt. "They remained calm all the way through," he said.

Magallon claims that he has grown from the experience. Ever the cautious father, he is going to be even more careful with his own kids. When his five, four and one year old are a little older, he plans to tell them bit by bit about the dangers out there.



Soon RTD buses will have a new fare collection system. Developed by Cubic Western Data of San Diego, the new fareboxes will use state-of-the-art technology in processing fares. The fareboxes will accept dollar bills, any U.S. coin, bus tokens and fare tickets. Operators can see the fares in a display window while a digital monitor shows the exact amount deposited each time. The total revenue contained in a fare box can be tallied instantly. These new machines will speed loading of RTD buses because operators will be able to tell instantly whether proper fare has been deposited.



**March Employees of the Month** are shown accepting awards of merit: (Front row) RTD Board member Mike Lewis, Bill Underhill, Claire Fitzgerald, and Daniel Campes. Back row, RTD General Manager John Dyer, Jim Cinderelli, RTD Manager of Customer Relations Robert Williams and Theral Golden.



**April Employees of the Month:** (Front row) Larry Johnson, Frank Castro, Edgar Redmond and Clifton Owens. (Back row) Dyer, RTD Board member Charles Storing, Ray Kunkle and Williams.



**June Employees of the Month:** (Front row) RTD Board member Norman Emerson, Jimmie Shorters, Jr., Raul Diaz, Greg Pitts, and Dorothy Jernigan. (Back row) RTD Division 10 Manager George Marsala, David Burns, Williams and Dyer.



**July Employees of the Month:** (Front row) Miguel Enriques, Ramona Escareno, Albert Rivadeneyra, and Lewis. (Back row) Milo Victoria, Dyer, Don Karlson and Williams.



RTD's Metro Rail picnic drew an enthusiastic response when it was held recently in Long Beach. Activities, including an egg toss, and a barbecue luncheon were held for the Metro Rail staff and their families and the staff and families of Metro Rail Transit Consultants. Serving on the picnic organizing committee from RTD were: Cathy Martin, Dennis Mori, Veena Seth and Sun Son.

### Some Quick Facts On United Way

- Population of the United Way Service area is 7,820,200.
- Work force in the service area is 3,640,800.
- Per capita contribution given by the employees of the top 10 companies in the service area during the last campaign was \$30.21.
- An estimated 6,300 companies have campaigns.
- There are an estimated 500,000 employee donors.
- Nearly 30,000 individual donors gave last year.
- Roughly 5,559 companies made corporate gifts last year.
- United Ways throughout the United States received more than \$1.95 billion in pledges last year.
- About 25,000 volunteers give their time to the United Way of Los Angeles.

Continued from Page 1

### UNITED WAY

Way called, employees responded handily showing support for the goals of this vital organization.

Through United Way, RTD employees and 3.5 million people in the local work force give annual tax-deductible contributions, largely through payroll deductions. This is one way of helping others when daily constraints of work, family and urban living limit what one person can do to help the many who are in need.

This year, United Way and RTD mark their eighth fund raising effort. During that time, more than 2.5 million people in Los Angeles have been helped by United Way, in part by contributions from District employees.

Last year, RTD employees pledged \$221,000 during the United Way campaign, largely through payroll deductions. This year, the District's goal is to raise \$300,000.

Where will these contributions go? More than 275 community service agencies get a share of the money collected by United Way. The agency provides a network of service to all segments of the community in its efforts to solve social problems. United Way is an outstanding example of the American spirit of sharing in an organized volunteer system.

United Way supports the most inclusive variety of human services in each community. Agencies ranging from adoption to crime prevention are supported by United Way. The individual donor does not need to decide who gets the contribution. Committees of 1,200 volunteers make the decision based on their knowledge of community needs.

Of course, United Way recognizes that donors have charities that they are especially fond of. Designations are encouraged then.

And like Sam Harper, through Un-

ited Way we'll have another reason to feel proud about our accomplishments. Harper sees his time spent on the campaign as a small act that helps produce bigger rewards. "When I go to the local hospitals served by United Way, I can't help but feel for the children and other patients who cry for help," he said. "It feels good then to be a part of an organization that is able to help people in need."

United Way serves hundreds of agencies throughout Los Angeles including the American Cancer Society, American Heart Association, Arthritis Foundation, City of Hope, Crippled Children's Society of Los Angeles and Hemophilia Foundation of Southern California to name a few.

For more information on this year's campaign, contact your department of United Way coordinator.

### Olympic Service Incurs Deficit

While the RTD performed a major role in staging the successful XXIIIrd Olympiad, operation of the District's special Olympic service resulted in a deficit when ridership and revenue fell short of projections.

RTD carried more than 1.1 million boarding passengers to and from the major Olympic sporting events, but ridership on the special Olympic lines was 37 percent of projections, which resulted in a \$4.4 million deficit.

Los Angeles Olympic Organizing Committee officials so far have declined RTD's request for assistance in recouping its shortfall. A decision on how to resolve the issue is pending before the RTD Board of Directors.



August Employees of the Month: (Front row) James Badgett, Andrea Smith, and Josef Reichert. (Back row) RTD Board member Marvin Holen, Joe Palma, Equipment Maintenance Supervisor II, A.J. Taylor, Division 33 manager, Dyer and Williams.



Members of the Transit Police Force who competed in this year's International Police Olympics are shown with their winning medals. (Front row) Sgt. Gene McRiley, Sgt. Ray Thomas. Lt. David Deluca and RTD Board President Nick Patsouras. (Back row) Dyer and Assistant Transit Police Chief Harry Budds.



Winners in the South Park Barbeque and Car Show are shown displaying their awards. (Front row) Harold Torres, Fred Steger and Mike Bujosa. (Back row) John Ramos, Enerst Ramso and Cecil Bard.

**A Show of Appreciation**

The photographs on pages 4, 5 and 6 are of RTD employees. Headway pays tribute to these men and women for their talent, bravery and loyalty to the District. Their contributions, large and small, set a character and tone that distinguishes RTD among other transit agencies.



Vickie Felts, security officer at Division 9 in El Monte, is presented with a certificate of merit from the RTD Board of Directors for volunteering her services to teach handicapped children at Lincoln School in San Gabriel how to ride the buses. Shown are (front row) RTD Board Vice President Gordana Swanson, Felts, and Jane Desmond of Lincoln School. (Back row) Dyer and RTD Transit Police Chief James Burgess.



Winners of the Employee Suggestion Award are shown displaying their certificates of achievement while Dyer looks on. They are Edgar Coward Jr., Gary Conver, Wijnand Schardijn, RTD's Director of Personnel Gayel Pitchford and Patsouras.



Retirees for the month of August are commended for their long service. Shown in the front row are Edmund Thompson, William Lampe, Vincent Santomero, and Clara Chattin. Back row includes Dyer and RTD Board member Carmen Estrada.



Retirees for the month of May are shown accepting plaques. They are (front row) David Bush, Alan Kauffman, Lawrence Wills and Ernest Giaquinto. In the back row are former RTD Board member George Takei and Dyer.



Robert Williams, who retired in September, is commended for his 25 years of service to the District. Shown standing with Williams in the front row is RTD Board member Charles Storing. Standing in the back row are Williams and Dyer.



October retirees accept awards for their long years of service. They are (front row) Victor Garcia, Albert Davison and Eugene Barbee. Back row includes Dyer and Holen.



May Safety Award recipients display their plaques. Standing in the front row are Q. White, Francis Anderson, James McGranor and Bruce Rauch. In the back row are Dyer, former RTD Board member Ruth Richter and Yoshito Tamura.



June retirees are honored by the RTD Board of Directors for loyalty to their jobs and the agency. In alphabetical order, they are Herman V. Edwards, Edwin M. Haas, Cecil T. Hearn, Howard L. Johnson, Harold B. McMahon, Elaine L. Saylor and Felix Suma.



Don Carlson transportation manager at Division 2 in Los Angeles (left and Pat Orr, maintenance manager at Division 15 in Sun Valley (right), hold safety performance awards for the second quarter that their divisions received. Standing in the back row are Joe Reyes, director of safety, Dyer and RTD Board member Jay Price.

## COMMENDATIONS

### Division 1

Frank Halkman  
Wall Darrell  
Javier Ibarra  
James Acures  
Hoyt Brown

### Division 2

Ludwick Stephens  
Linda Harris  
Eunice Culbert  
William Rascal  
Marian Robinson  
Maudell Rayford  
Douglas Jackson  
James Ruttlen  
Shirley Raven  
Aberto Rivadeneyra  
Gailand Hagen  
Gerald Killan  
Dereld Andrews

### Division 3

Samih Abu-Hajar  
J.V. Vasquez  
Bobby Jones  
Robert Gomez  
Priscilla Jackson  
Stephanie Williams  
Charles Jones

### Division 5

Emery O'Neal (2)  
Albert Stamslaus  
Tommie Mc Neal  
Ashton Baker  
Richard Jones  
George Woods  
Garnett Green  
Anthony Robins  
Jimmy Brown  
Frank Scott  
Clark De Cator  
Dennis Bevins (2)  
Ronald Mackingtee  
Cubie Abernathy  
Willie McCoy  
Paul Wilson  
Evelyn Davis  
Louis Hohl, Jr.  
Raul Degada  
Evelyn Leshay  
Henry Holmes  
Joseph Spears  
Raul Delgado  
Leonard Howell  
Horace Amerson

### Division 6

Meredith Sidney  
Eli Green  
Andrew Harris  
Johnnie Abner (2)  
Hugh Ventus  
Jeffrey Wright  
Ernest Denson  
G.W. Coghill  
Patricia Winston

### Division 7

Tom Chung  
Herman Schultz  
Charles Fresee  
Cornell Briggs (2)  
William Dukes  
Joe Olive  
Gene Gennarini  
Michael Thompson  
Robert Monday  
T.G. Mathews  
Keith Johnson  
Ronald Coleman  
Frank Archuletta  
Juan Nova  
William Jorden  
Terry Davis  
Eddie Outlaw  
Tonita Harrell  
Charles McMillen  
Jeanett Lathan

### Division 8

Richard Surface  
Leslie Vance  
Merwin Saxe  
James Price, Jr. (2)  
Joseph McKenna  
Donna Summers (2)  
Nina Austin  
Linda Childers (2)  
David Jones  
Charles Blatt  
Fred Strom  
Guadalupe Fonseca  
Vicente Cayzer  
Arthur Owens  
Linda Hoppis  
Frank Huston  
Floyd Robinson

### Division 9

Guy Williams  
James Cenderelli  
Fredia Sanderlin  
William Clausman, Jr.  
Ronald Pedregon  
Raymond Hawkins  
Jerry Ingold  
John Rofus  
Bernard Rivas  
Sidney Cheri  
Leonard Camacho  
Karl Dewaal  
Cynthia Garrett  
Denver Bush

### Division 10

Ricky Dixon  
Alton Harrell  
Linda Beck  
Larry Brenner  
Don Bishop  
Michael Ross  
Cherl Horne  
Nelson Cole

### Division 12

Brenda Grinston  
Patrick Monaghan  
Thomas Hurst  
Ralph Ohlsen  
Curtis Jones  
Joy-Day Powley  
Corliss Barnes  
David Vasquez  
Darrell Gibson (3)

### Division 15

Marteniez Powell (2)  
Dale Aleshir  
Lester Williams (3)  
John Jiminez  
David Swinton  
Robert Moore  
Emmanuel Gladden  
Ramon Resendez  
Frank Perez  
Anthony Amatuzzo  
Allison Burton

### Division 16

John Boles  
Arthur Fleming  
Charlotte Currington (2)  
Alex Pages  
Miciaiah Pegues

### Division 18

Al Pentard  
George Nahra  
James Drain  
Roger Gelds

### Division 23

Doris Harris (4)  
Robert Dorley  
Louis Hobbs  
Shirley Marshall (1)  
Richard Anvizu  
Cynthia Townsend



Assemblyman Frank Vicencia (54th District), second from right, presents a resolution from the California legislature to RTD representatives commending District employees for successfully transporting more than 1.175 million boarding passengers during the Los Angeles Summer Olympic Games. The resolution applauded District efforts for ensuring traffic proceeded smoothly. More than 1,000 employees were involved in the movement of 550 special buses to Olympic venues over most of the Southland. About 300 office personnel volunteered to sell fares, assist passengers and direct the flow of buses at boarding sites. The resolution noted that as a result of RTD employees' dedication, people worldwide were given a glimpse of the spirit of the people of the United States. Also shown left to right are Dyer, RTD Board member Jay Price and RTD Board President Nick Patsouras.

### RTD Discovers Cracks On Some Neoplans; Support Brackets Placed

RTD maintenance personnel have discovered hairline cracks in 180 of the new Neoplan buses; the cracks are in the tower that supports the link between the rear frame and body.

"A special dye for steel was used to discover the hairline cracks, not visible to the naked eye," said Jack Eich, Superintendent of Maintenance for RTD. All have since been repaired by Neoplan.

The District purchased a total of 415 new Neoplan buses and took delivery prior to the Olympics. With the Olympics over, older RTD buses will be retired from the District fleet.

"Eventually all 415 of the Neoplan buses will have extra support brackets welded to the tower for added strength," Eich said.

The cracks are a minor problem and not as serious as those found in the Grumman buses in December of 1980.

Four years ago, RTD and other transit agencies across the nation were forced to ground Grumman-Flexible buses when cracks appeared on the same A-frame support. RTD grounded 230 of its Grumman-Flexibles then. Those cracks, however, were more severe and located in a more critical area.

A maintenance system has been set up to inspect the remaining 315 Neoplan buses not found to have cracks through routine checks every 6,000 miles.

"Neoplan has been very responsive. Their engineers and mechanics worked around the clock to repair the buses at no charge to the District," said Rich Davis.

The Neoplans, still under warranty, have experienced other problems as well. The electrical switch that operates the door has had to be replaced on all 415 buses. The switch malfunctioned causing the door either to stay open or not to close properly.

The engine heat sensor had to be replaced when it lit up on more than 60 of the new buses on two hot days in May, even though the engine was not overheating.

The fan belt on the engine pulleys that drive various engine accessories also had to be realigned due to slippage.

"These minor flaws discovered in new Neoplans are just that, minor, and as with any new vehicle, certain bugs need to be worked out, during the warranty period, so that no cost is incurred by the District," Davis said.

The District purchased 415 Neoplan buses for \$74.4 million. Each bus cost approximately \$179,000 with the Federal Government paying for 80 percent of the purchase price.

RTD uses most of its new Neoplans in the San Fernando Valley, inner city Long Beach and San Gabriel Valley.

transfer terminal for 10 District regional bus lines and three municipal bus lines at a two acre facility adjacent to Parking Lot C.

With 14 bus bays, sheltered waiting areas, restrooms and bus route displays, the Bus Center gives patrons an easy, convenient place to transfer between airport and RTD buses, said RTD Chief Engineer Phil Meyers. Jim Yang, an RTD civil engineer, served as project engineer in charge of construction of the Center.

Federal funds paid for approximately 80 percent of the \$700,000 construction costs, with the District paying the balance. RTD leased the site in Parking Lot C from the Department of Airports. Culver City Municipal Bus Lines, Norwalk Transit System and Santa Monica Municipal Bus Lines use the RTD Bus Center as well as RTD.



Ticket clerks Clifford Brown (left) and Luana Lopez (right) model new navy blue uniforms for the nearly 40 ticket clerks who work at RTD Customer Service Centers located throughout Los Angeles County. The new uniforms are made of 100 percent woven polyester and are machine washable. Shirts, vests, slacks, skirts, cardigans and blazers are available. Blouses come in white, yellow, beige and light blue.



RTD Director of Marketing and Communications Anthony Fortuno (left) and RTD Board member Mike Lewis (right), view the first place award presented by the American Public Transit Association for the District's 30-second trailer film, "Metro Rail is Coming." Judged to be the outstanding entry in this year's Large-Sized Systems category, the Association commended RTD for its artistic achievement in producing the short segment on the District's proposed Metro Rail subway project. The trailer film was shown at 84 Mann Theatres throughout the Southland this summer at no cost to the District. Beginning in November the film will be shown in theaters statewide.

### New Bus Center Links LAX To Amtrak For San Joaquin Service

New connecting bus service linking LAX and Amtrak trains serving the San Joaquin Valley from Bakersfield is now operating from the RTD City Bus Center at 96th and Vicksburg shown on the right. Designed by Archiplan, Inc., a Los Angeles architectural firm, the Center makes it easier for South Bay and West side travelers to connect with San Joaquin Amtrak train service.

The Center also allow travelers to make frequent connections to the Department of Airports Lot C shuttle bus, providing free transportation to airline terminals. The RTD Center serves as a



Among services provided at RTD's City Bus Center located at 96th and Vicksburg is connecting service on to Amtrak trains serving the San Joaquin Valley.

## 'Old Timers' Recall LA's Rail Systems

They were with us when streetcars trundled through Los Angeles.

They remember the surge of the electric-powered coach beneath their feet, the vehicle's distinctive rhythm-and-shake movement, the clanging bell echoing at an intersection.

They remember the sweep of Los Angeles' panorama, a fraction of the buildings we see today.

"They" are the RTD employees who have been with us "from the old days." Here are interviews with some RTD old-timers:

### Those Were the Days

Don C. Grayson (Assistant Counsel) started as a motorman with the Pacific Electric Railway the same year U.S. and British troops invaded Sicily. New York headlines read: "Army Halts Detroit Riots After 23 Die." Rodgers & Hammerstein's "Oklahoma" was a hit on Broadway. Selman Waksman, a U.S. microbiologist, discovered streptomycin.

"Yes, I started in 1943," Don says. "During some thirty years, as Pacific Electric became MTA, then RTD, I was a motorman, a conductor and a bus operator."

Don remembers fares on Pacific Electric depended on distance traveled: 20 cents from Los Angeles to Venice, Ocean Park and Santa Monica; 35 cents to Van Nuys; 40 cents to Redondo Beach. Don worked on such interurban lines as the Los Angeles-San Pedro and the Los Angeles-San Bernardino-Riverside-Redlands line, a 65-mile haul that then took 2½ to 3 hours.

"We worked out of the 6th and Main station, or out of the subway terminal at 4th and Hill, on the one-man cars to Hollywood," says Don. "That's all gone now."

"Los Angeles has a proud transit past, and it looks like soon the future will unveil the start of a new rail rapid transit system," said Grayson. "In a sense, I wish I were younger and could have the chance to bid to operate the new trains when they come — its the kind of transit experience many of us old timers hold as the finest of our careers."

Don has held a gamut of transportation jobs with the District since 1973, including that of Division Clerk, Assistant Division Manager and Division Manager. He was still driving a bus in 1972 when he began studying law. Don passed the bar examination in 1976 and has been part of the District's legal staff since 1981; with the RTD or its predecessors for 41 years.

### How Green Was My L.A.

Dexter Kern (Operator) settled in Los Angeles in 1951 and began as a motorman in 1955. That was the year Winston Churchill resigned as British Prime Minister; the year Peron was exiled from Argentina. Jonas Salk developed his anti-poliomyelitis vaccine and everybody talked about Vladimir Nabokov's book, "Lolita".

An Extra Board operator, Dexter worked such lines as the W (Washington Boulevard), the P (Pico Boulevard to East Los Angeles) and the R line (3rd Street to Huntington Park).

"Even in the fifties, there weren't as many industrial concerns," Dexter says. "L.A. was greener then."

He qualified as a bus operator, and found he loved it as much as he had being a motorman. At one point, he adds, he worked on Line 7 for eight years.

"RTD is my life," says Dexter. He went to Division 2 in 1965 and worked a number of lines there. Then he worked out of the El Monte division. He has been with Division 16 since it opened and worked on Line 480 since it changed from the old 60G in 1976.

Dexter, who has a badge he's justifiably proud of (#1234), is married, with five children and three grandchildren.

"Make that 3½ grandchildren," he adds. "There's another one on the way."

### Fare of 17 Cents

Joseph Lyle (Senior Planner) was another motorman who worked the P line, like Dexter Kern. Joe arrived in Los Angeles the year Dexter started with the District, but began with MTA in 1958.

The fare, Joe recalls, was 17 cents with an eight-cent increment per zone. When Joe drove the P Line, people spoke about Pope Pius XII's death, about the new man in the USSR's Council of Ministers, Nikita Khrushchev, and headlines told about the "new moon" placed in orbit: Explorer 1.

There were still two trolley lines out of Division 1 in those days. Joe worked as a motorman on the Long Beach Red Car "before it was discontinued in '61." Later, he worked on every type of bus there was out of the old divisions 1, 3, 4, 5, 7, 10 and 11.

"In my operating days, we made change, punched transfers, issued zone checks and gave information. We had to dig out the fare box, reload changers and, at the same time, drive some buses that had no mirrors on the right hand side.

Joe became a Supervisor in 1964, and an Assistant Planner in 1971. He has been in the Planning Department 13 years, and his "number two son" works as maintenance storekeeper at Division 2.

### Remember When

Louis Maspero (Senior Schedule Maker) of New Orleans had been in Los Angeles three years when he joined MTA in 1960. The fare was then 20 cents, with an eight-cent zone increment.

Transfers were different colors, depending on which way you were going. As streetcar operator, Louis was handling them on the year John F. Kennedy was elected president. Fourteen African countries declared independence that year. Moviegoers were being jolted in their seats by Alfred Hitchcock's "Psycho".

Louis recalls that some of the streetcars then had more seats than buses. There were trolley coaches, electric-powered vehicles that looked like buses but were connected to overhead lines like streetcars, which Louis did not get to operate.

He did run streetcars, however, working nights on the same line as Dexter Kern and Joe Lyle: the P line. He also worked such lines as the R (Whittier Boulevard-West 3rd), the V (the Vermont Avenue Line, which then ended at the Vernon Yards) the S (Central Avenue from Manchester to 8th and Western) and the number 9 (West Jefferson Boulevard).

"Many streetcar lines operated out of 12th and Sentous, where Division 20 was then," Louis recalls. "It was later torn down and the Los Angeles Convention Center was built on its site."

Louis qualified as a bus operator not long afterwards, working out of division 5. In 1963, when the streetcars stopped running, Louis became a Division Clerk (a position now designated as Dispatcher). He started in the Scheduling Department in 1966.

### A Real Veteran

Russ Wilson (Senior Planner) came from New York state in 1955 and began with MTA a year before Louis in 1959, when Alaska and Hawaii became the 49th and 50th states.

Russ worked mostly out of Division 3 and was a full-time operator until 1964. He did not actually operate streetcars, but he remembers the lines they ran on until they were discontinued in 1963. And like Joy Lyle, Russ retains an encyclopedic knowledge of the systems that came before his own time.

Russ drove many of the vehicles on such lines as 39 and 56 in the Burbank and Glendale areas, and also on Wilshire Boulevard. He became an "Operator Extra Clerk" in 1967, then a full-time Clerk (Dispatcher). He worked for almost a year in the Scheduling Department before starting in Planning in 1968.

"When I was an operator, we carried \$10 in change, and were hassled every Monday, when all the passengers seemed to have only \$1 bills," says Russ. "I turned in an average of 48 one-dollar bills when cashboxes were emptied on Mondays."

Russ has fond memories of the old system. He still hasn't forgotten the little old lady who wanted to go "to the medical center on Wilshire." Although Russ asked repeatedly, she never told him which one; Russ was unable to get

her there. Disturbed by the incident, he resolved to find out the number of medical centers and learned the Wilshire lines had access to more than 50 medical centers.

He later learned the lady had written a complaint about him. But it never went on his record, and no wonder.

There are countless incidents these veterans can share with newer operators. But aside from these experiences, and their long record with the District, they have another thing in common: they all answered "Yes" when asked whether they still knew people who used to ride their lines.

"When you keep seeing the same faces over the years, now and then, the city is never a stranger to you, in spite of the changes," said one old-timer.

You don't need pep talks for these "old-timers," who have established their own tradition of loyalty and dedication. Said Dexter Kern: "The District has been very good to me." Actually for him and the aforementioned, it's always been a two-way affair.

We all can profit by their example and experience. While putting interviews into a whole, we also learned that for operators who know their passengers a long time, for those who see the District grow with the city, Los Angeles remains a smaller, friendlier community.

## Buses to be Rerouted During Construction Of Metro Rail Subway

Fifteen District lines will be rerouted when RTD contractors begin groundwork for Metro Rail's Civic Center Station at First and Hill, representing a major change in downtown bus operation.

Another 22 lines will be detoured away from the intersection during weeknights and weekends.

"We have not rerouted all the lines because of insufficient capacity on nearby streets," said RTD General Manager John Dyer. "Therefore, some service will run weekdays while excavation is going on at one side of the street, but District lines will be detoured during construction hours in evenings and over weekends in order to expedite construction."

Utilities will first relocate water, power, gas and telephone lines east and west of Hill prior to construction of temporary street lighting and signals by RTD contractors.

Digging will then start on the east side of Hill between First and Second streets for the setting of a series of upright "soldier piles". These will later support deck beams which will eventually straddle the street. The use of covering plates which are set during night operations will leave one side of the street free for traffic while work progresses on the other side.

"Fifty-two different lines normally operate through the First and Hill intersection, carrying approximately 78,000 passengers," said Planning Director Gary Spivack. "This results in up to 360 buses traveling through the intersection during the peak periods. Our plan is to reduce the bus volume through this intersection on lines at those times."

During both daily rush hour periods, four lanes will be open on First Street; two in each direction. Three lanes will be open on Hill; two in the peak direction and one in the off-peak direction.

Both streets will be required to maintain transit flow on a schedule to be worked out by the City of Los Angeles and the District.

The District will reroute the following lines to either Olive, Broadway, Main, Spring or Figueroa: 14, 37, 81, 401, 402, 92, 93, 410, 420, 421, 422, 423, 424, 425, and 427. Lines to be detoured weeknight hours and through the weekend: 1, 2, 3, 4, 10, 11, 304, 429 (via Olive); 42, 76, 78, 79, 401, 444, 446, 480, 483, 484, 485, 487, 490, (via Temple-Grand); and 602 (from First to Temple).

## METRO RAIL Facts at a Glance

- Part of overall 80-mile Los Angeles County network of separated guideway projects including:
  - 1) Metro Rail (downtown Los Angeles-Wilshire-Hollywood-North Hollywood) 18.6 miles
  - 2) Existing El Monte Busway (designed to be converted to light rail when patronage warrants) 11 miles
  - 3) Long Beach-Los Angeles light rail line 23 miles
  - 4) Century Freeway light rail line 17.3 miles
  - 5) Harbor Freeway Busway 10.3 miles
- Metro Rail Cost: \$3.309 billion (entire line)
- Rush hour traffic in project area currently moves about 6-15 m.p.h. Metro Rail trains will achieve speeds up to 70 m.p.h.
- Minimum Operable Segment-1 (MOS-1)
  - Four miles in length (Union Station to Alvarado)
  - Will serve 55,000 passengers per day upon completion in 1990
  - Trains to operate 20 hours per day with rush hour service every five minutes
  - Five stations
  - Cost: \$1.1 billion (including shops and yards, control systems for entire line)
- Job Opportunities
  - Over 12,000 new jobs generated during the construction phase for the 18.6-mile system producing wages in excess of \$1 billion
  - Hundreds of new district permanent jobs to operate the new system (as well as new jobs on the light rail systems in other areas of the county which RTD will operate)
- UMTA ranked the project as the number two most cost-effective mass transit capital improvement project (bus or rail) of all being considered across the country.

(Continued from Page 1)

While not a hindrance in the current quest for federal funds, one source of revenue for the subway is still under study: benefit assessment districts. Experience in other cities has shown that wherever commuter rail lines have stations, the businesses in the immediate area experience growth in their activity. RTD would assess the increased economic value of properties resulting from Metro Rail and receive a part of that increased value.

The District currently is working closely with the businesses and lawmakers to assure the fairest possible application of the benefit assessment district concept.

The nature of the funding picture has also forced the District to take another look at the way the 18.6 mile system is to be built.

"We hope to build the entire downtown to North Hollywood line, but because of federal funding constraints, we are going to start with a four-mile segment between downtown and Alvarado," Dyer said. This segment is known as Minimum Operable Segment-1, or MOS-1.

"Included in the \$1.1 billion cost for MOS-1 are shops and yards as well as control systems that will serve the entire line. We will also continue our design work for the full system," he said.

Dyer explained that while federal funding is not presently available, Metro Rail construction will be spread over the last several years and it is anticipated that funds will be available.

"We are seeking what is called letters of no prejudice from Washington which state that while there may be no funding presently for the entire line, the District could go ahead and begin work on extensions from MOS-1, then apply for federal reimbursement when more money becomes available.

Dyer returned recently from a trip to Washington convinced the project will get the needed federal go-ahead.



# COMMENDATIONS AND SCHEDULE CHANGES

## SCHEDULE CHANGES

**Adams, Joseph**, from Mechanic "B" to Mechanic "A"  
**Adams, Wayne C.**, from Stock Shop Clerk to Equip Records Spec  
**Alexander, Robert G.**, from Opr-Ex Trans Oprns Supv to Transit Operations Supv  
**Alfred, Gregory**, from Rel Stock Shop Clk to Jr. Stock Clk  
**Arellano, J., Rosario** from Programmer to Programmer Analyst  
**Armelin, Charles J.**, from Utility "A" to Jr. Stock Clerk  
**Asuncion, Milagros R.**, from Applications Control Tech to Programmer  
**Baez, Carlos**, from Opr-Ex Trans Oprns Supv to Transit Operations Supv  
**Baggan, John R.**, from Payroll Clk to (Acting) Entry-Level Professional Trainee  
**Balangue, Bing J.**, from Information Clk to Ticket Clk  
**Banaag, Ricardo M.**, from Payroll Clk to Staff Aide  
**Barella, Jr., Robert**, from Mechanic "B" to Mechanic "A"  
**Barron, Jose**, from Mechanic "B" to Mechanic "A"  
**Benninghoven, Michael P.**, from Printer II to Printing Supv  
**Bonakdar, Morteza S.**, from Mechanic "B" to Mechanic "A"  
**Boucher, David**, from Mechanic "B" to Mechanic "A"  
**Brewer-Smith, Yvonne**, from Ex-Trans Oprns Supv to Same  
**Caldwell, Michelle**, from Training Coord to (ACTING) Sr. Trg Coord  
**Caswell, Donald F.**, from Mechanic "C" to Mechanic "B"  
**Carbo, Alma N.**, from Stock Clk to Equipment Rec Spec  
**Chmielewski Jr., Norman**, from Rel Stock Shop Clk to Storekeeper  
**Claiborne, Peggy**, from Word Processor Opr I to Secretary  
**Cloman, Jim C.**, from Mopper/Waxer to Lead Mopper/Waxer  
**Cormier, Lionel F.**, from Mechanic "C" to Mechanic "B"  
**Cortez, Noe B.**, from Op-Extra Instr V. O. to Instructor V. O.  
**Covarrubias, Jose H.**, from Mechanic "B" to Mechanic "A"  
**Crise, Timothy W.**, from Stock Shop Clerk to Equip Records Spec  
**Currie, John T.**, from Utility "A" to Utility "A" Leader  
**Davis, Barbara A.**, from Service Attendant to Service Attendant Leader  
**Decrow, Daryl M.**, from Mechanic "B" to Mechanic "A"  
**Diaz, Jose L.**, from Mechanic "C" to Mechanic "B"  
**Dozier, Doris R.**, from Secretary to Sr. Secretary  
**Drake, Rosetta B.**, from Mechanic "C" to Mechanic "B"  
**Du Bose, Etta D.**, from Rel Equip Rec Spec to Equip Rec Spec  
**Dutcher, David W.**, from Mechanic "B" to Mechanic "A"  
**Eargle, Jon S.**, from Transit Police Officer to Transit Police Investigator  
**Ebli, Frank J.**, from Typist Clerk to General Clerk  
**Edwards, George L.**, from Mechanic "A" Rel Leader to Equip Maint Suvpr I  
**Espinoza, Albert**, from Ticket Clk to Equip Rec Spec  
**Farley, O'Rain R.**, from Opr/Ex Div Dispatcher to Division Dispatcher  
**Fisher, Roy L.**, from Mechanic "C" to Mechanic "B"  
**Foley, Lloyd R.**, from Opr/Ex Div Dispatcher to Division Dispatcher  
**Freeman, John G.**, from Mechanic "B" to Mechanic "A"

**Fukagawa, Dale R.**, from Lead DP Operator to Computer Operator Supv  
**Gates, Robert G.**, from Mechanic "B" to Mechanic "A"  
**Gibo, Dennis M.**, from Mechanic "B" to Mechanic "A"  
**Gibson, Howard D.**, from Programmer to Programmer Analyst  
**Gibbons, Irvy L.**, from (Acting) Radio Dis Mgr to Radio Dispatch Supv  
**Gonzales, Ignacio C.**, from Opr/Ex Div Dispatcher to Division Dispatcher  
**Gonzalez, Jose L.**, from Mechanic "B" to Mechanic "A"  
**Guerrero, Jennet**, from Typist Clk to General Clk II  
**Hamilton II, Richard M.**, from Mechanic "B" to Mechanic "A"  
**Hawkins, Glenda M.**, from Service Attendant to Service Attendant Leader  
**Hays II, Robert F.**, from Rel Stock Shop Clk to Storekeeper  
**Heiller, William T.**, from Mechanic "C" to Mechanic "B"  
**Hernandez, Carlito**, from Rel Equip Recs Spec to Equip Rec Spec  
**Hines, Fredrick J.**, from Service Attendant to Service Attendant Leader  
**Hudson, Cathy L.**, from Typist-Clerk to Accts Payable Clk  
**Hunt, Yvonne D.**, from Staff Assistant to Office Supv  
**Ibarra Jr., Daniel**, from Trans Oprns Supv (Radio Dispatch) to Radio Dispatch Manager  
**Ingram, Karen L.**, from Stock Shop Clk to Equip Rec Spec  
**Ingram, Monica A.**, from Senior Secretary to Staff Assistant  
**Jackson, Sylvia A.**, from Info Clk/Schedule Rm Clk to Passenger Service Rep  
**James, Margaret M.**, from General Clk to Word Processor Opr I  
**Jenkins, Byron L.**, from Janitor to Mopper/Waxer  
**Johnson, Duane**, from Sr EEO Rep to (Acting) Contract Admin  
**Jones, Andreas**, from Mechanic "C" to Mechanic "B"  
**Kawahara, Roy**, from Mechanic "C" to Mechanic "B"  
**Kelley, Robert J.**, from Computer Ops Analyst to Jr. Systems Programmer  
**Kobashigawa, Charles S.**, from Elect Comm Tech to Elect Comm Tech Leader  
**Kumar, Ashok**, from Sr. Planning Sys Analyst to Supervising Planner-Planning Systems  
**Lagrimas, Adelaida J.**, from Personnel Assistant to (Acting) Office Supv  
**LaPatka, James F.**, from Op-Extra Instr V. O. to Instr of V. O.  
**Levidiotis, Thomas D.**, from Mechanic "C" to Mechanic "B"  
**Lewis, Kenna E.**, from Mechanic "B" to Mechanic "A"  
**Littman, Marc**, from News Bureau Rep to Sr. Communications Rep  
**Marquez, Arturo**, from Mechanic "B" to Mechanic "A"  
**Marquez, Juan R.**, from Mechanic "C" to Mechanic "B"  
**Massey-Eberle, Kimberly**, from (Acting) Sr Staff Asst to Administrative Analyst  
**Maximo, Paul M.**, from Mechanic "C" to Mechanic "B"  
**Mayes, Foster L.**, from Mopper-Waxer to Janitor  
**McDaniel, David H.**, from Mechanic "C" to Mechanic "B"  
**McDaniel, Ellis R.**, from Mechanic "B" to Mechanic "A"  
**McFate, Tracy R.**, from Schedule Maker I to Schedule Maker II  
**McGee Jr., Emmitt**, from Mechanic "C" to Mechanic "B"  
**Mitchell, Michael R.**, from Travl Mopper-Waxer to Mopper-Waxer

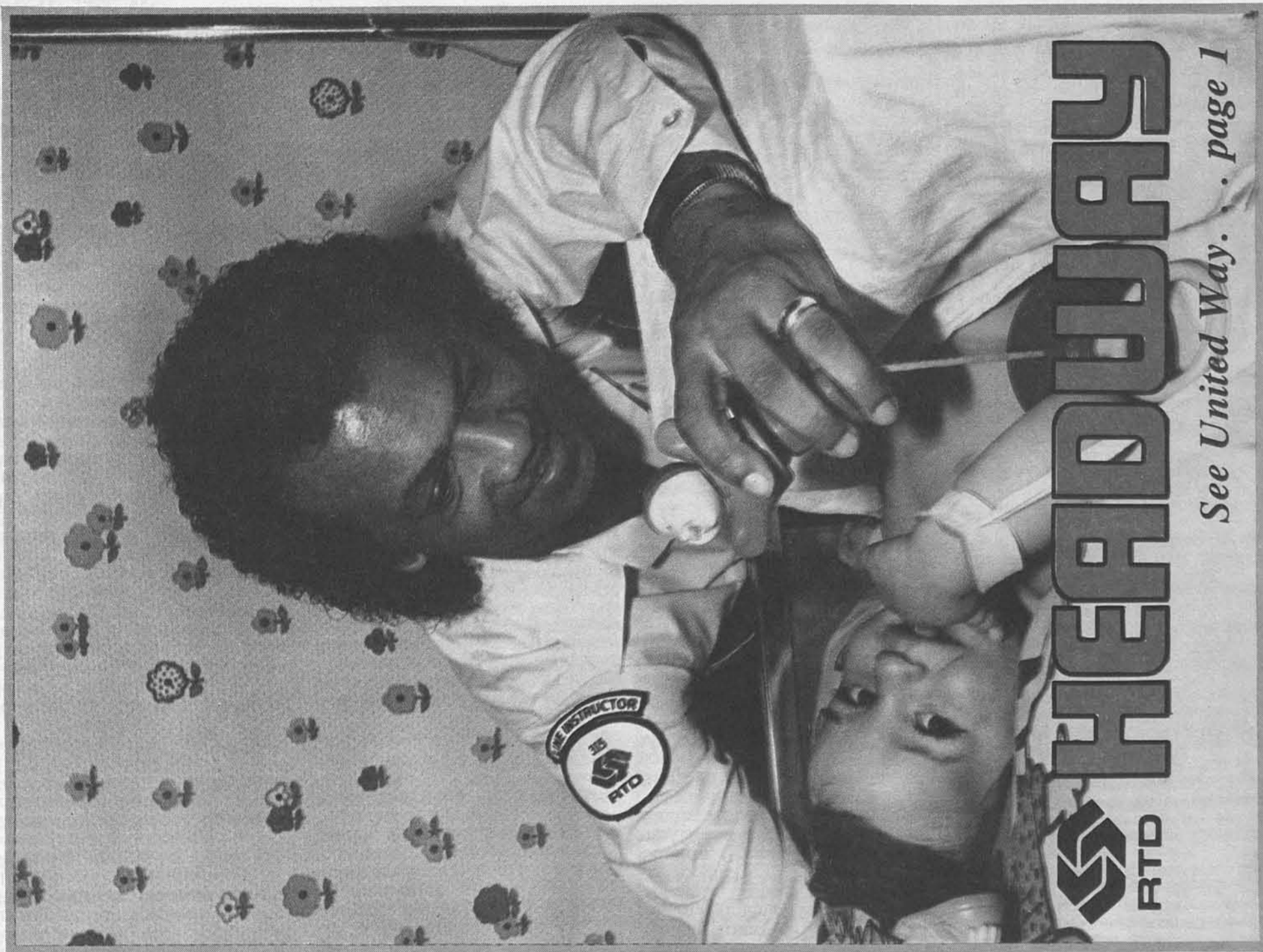
**Montoya, James A.**, from (Acting) Office Supvr to Inventory Control Supvr  
**Morales, Carlos**, from Mechanic "B" to Mechanic "A"  
**Mugford, Scott Y.**, from Comm Relations Tech to Cust Relations Sys Coord.  
**Nunez, Ruben R.**, from Mechanic "A" to Mechanic "A" Leader  
**Noflin, Sandra A.**, from Opr-Ex Trans Oprns Supv to Transit Operations Supv  
**Orovecz, Louis A.**, from Digital Technician to Digital Systems Tech  
**Owens, Harold G.**, from Jr. Stock Clk to Shipping Clk  
**Packard, William E.**, from Security Guard II to Trans Police Officer  
**Penneywell, James**, from Rel Stock Shop Clk to Stock Shop Clerk  
**Pingarron, Richard J.**, from Service Attendant to Service Attendant Leader  
**Pollan, Cynthia J.**, from (Acting) Admin Analyst to Admin Analyst  
**Ponce, Ruth C.**, from Sr. Programmer Analyst to Systems Project Leader  
**Poole, Donald G.**, from Opr-Ex Trans Oprns Supv to Transit Operations Supv  
**Richards, R.**, from Opr/Ex Div Dispatcher to Division Dispatcher  
**Ridley, Robert F.**, from Opr/Ex-Trans Oprns Supv (Div. Dispatcer) to Transit Police Off Trn.  
**Riley Jr., Ralph E.**, from Opr/Ex Dispatcher to Division Dispatcher  
**Rojo, Ronald P.**, from Mechanic "B" to Mechanic "A"  
**Ross, Armand M.**, from Opr/Ex Div Dispatcher to Division Dispatcher  
**Rounds, Rudy**, from Mechanic "C" to Mechanic "B"  
**Sanders, Sandra E.**, from Information Clk to Passenger Services Rep (Temp)  
**Sankar, Tommy P.**, from Mechanic "C" to Mechanic "B"  
**Sauceda, Samuel**, from Mechanic "B" to Mechanic "A"  
**Shelton, Gregory C.**, from Mechanic "B" to Mechanic "A"  
**Smith, Robert T.**, from Mechanic "C" to Mechanic "B"  
**Smith, Scott**, from Communications Rep to Promotions Program Manager (Acting)  
**Staley, Michael S.**, from Mechanic "A" to Mechanic "A" Leader  
**Stolpe, Victor W.**, from Mechanic "C" to Mechanic "B"  
**Tigbayan, Minardo**, from Secretary to (Acting) Capital Assets Coordinator  
**Torres, Raymond**, from Lead DP Operator to Computer Ops Supervisor  
**Tran, Hoang S.**, from Mechanic "C" to Mechanic "B"  
**Tran, Sen**, from Mechanic "B" to Mechanic "A"  
**Trudeau, Stephen J.**, from Mechanic "A" to Mechanic "A" Leader  
**Valdez, Cynthia J.**, from Secretary to (Acting) Senior Secretary  
**Van Der Geugten**, from Opr/Ex Div Dispatcher to Division Dispatcher  
**Varga, Garry W.**, from Mechanic "B" to Operator  
**Varga, Vicki D.**, from Office Supervisor to Sr. Staff Assistant  
**Vargas, David**, from Service Attendant to Service Attendant Leader  
**Vercher, Francelle**, from Mechanic "B" to Mechanic "A"  
**Vergara, Johnny**, from Mechanic "B" to Mechanic "B" Leader  
**Washington, Patricia L.**, from Rel Truck Driver Clk to Truck Driver Clerk  
**Wilkins, Eddie L.**, from Shipping Clk to Storekeeper  
**Wilson Jr., Richard**, from Electrician to Electrician Leader  
**Wilson, Willie**, from Mechanic "A" to Mechanic "A" Leader

## IN MEMORIAM

**Acuna, Jorge**, an Operator since 12-19-74, died 8-29-84  
**Anunson, Harold**, a (Retired) Operator since 07-13-336, died 12-21-83  
**Bengtsson, Carl**, an Operator since 02-16-76, died 08-20-84  
**Bass, J.W.**, an Operator since 02-24-68, died 05-26-84  
**Brown, Benjamin R.**, a Service Attendant since 12-30-25, died 06-11-84  
**Butts, Palmer H.**, a (Retired) Mechanic since 04-30-23, died 07-19-84  
**Case, Donald R.**, a (Retired) Operator since 09-08-62, died 08-22-84  
**Flanagan, Joe B.**, a (Retired) Mgr. of Stores since 02-13-47, died 07-02-84  
**Holguin, Alice**, a Service Attendant since 07-08-43, died 06-30-84  
**Jessuls, Stephen**, an Operator (Retired) since 01-29-48, died 07-12-84  
**Olivera, Primo G.**, an Operator since 03-08-76, died 06-04-84  
**Pasternak, Barney**, a (Retired) Operator since 09-28-51, died 06-07-84  
**Perez, Pedro I.**, a (Retired) Mechanic since 01-06-44, died 06-19-84  
**Richards, Neil**, a Senior Engineer since 01-02-68, died 06-28-84  
**Sattler, "A" Reinhold**, a (Retired) Operator since 01-20-47, died 06-12-84

## SHIFTING GEARS

**Alexander, Charles W.**, an Operator since 02-26-46 retired on 07-02-84  
**Beatty, Charles**, a Schedule Planner since 10-04-54, retired on 10-04-85  
**Brown, Willard D.**, an Operator since 05-30-74, retired on 08-07-84  
**Carlson, Lloyd**, an Operator since 05-18-59, retired on 06-30-84  
**DeLaCruz, Francisco**, an Operator since 03-25-69, retired on 01-18-80  
**Edwards, Herman V.**, an Operator since 06-20-47, retired on 06-29-84  
**Francey, John**, an Operator since 08-24-73, retired on 07-01-84  
**Hall, Murie A.**, an Operator since 04-13-63, retired on 06-27-84  
**Hearn, Cecil T.**, an Operator since 02-05-57, retired on 06-30-84  
**Hogan, Earl L.**, a Gen. & Ticket Clerk I since 07-13-66, retired on 07-16-84  
**Hutton, Thomas H.**, an Operator since 02-01-55, retired on 07-31-84  
**Johnson, Howard**, an Utility "A" since 05-19-59, retired on 07-02-84  
**Kristoffersen, Odd**, an Asst. Security Supvr. since 07-01-57, retired on 07-23-84  
**LaBonte, Eugene**, an Operator since 02-04-53, retired on 07-19-84  
**Lewis, Leon J.**, an Operator since 04-12-56, retired on 11-15-83  
**Link, Wayne H.**, an Operator since 06-12-65, retired on 07-08-84  
**Martin, John**, an Information Clerk since 08-17-59, retired on 09-28-84  
**Mason, Conrad**, an Operator since 07-19-61, retired on 08-04-84  
**Miranda, Victor**, an Operator since 08-07-56, retired on 07-11-84  
**Pegues, Isam**, an Operator since 06-04-66, retired on 07-15-84  
**Reason, William A.**, a Sr. Comm. Rep. since 05-19-69, retired on 07-31-84  
**Rodgers, Monroe**, an Operator since 12-07-73, retired on 08-22-84  
**Rogers, Ruth**, a Passenger Service Rep. since 07-09-57, retired on 07-24-84  
**Saylor, Elaine L.**, a Senior Secretary since 04-26-76, retired on 07-02-84  
**Smith, Lazern V.**, an Operator since 07-10-65, retired on 07-31-84  
**Solmo, Leon**, a Utility "A" Leadman since 07-19-68, retired on 07-27-84  
**Stephens, Vernon**, a Utility "A" since 08-06-47, retired on 08-17-84  
**Suma, Felix A.**, an Operator since 05-02-74, retired on 07-01-84



## Look What's for Sale

November kicks off with plans for Christmas shopping. Special discount purchases are available for See's candy, Knott's Berry Farm holiday gift packs and Grandma's fruitcakes.

Order forms and product information are available from the Employee Activities Office. Keep **November 16** in mind as it is the deadline for all of the above product orders.

\*\*\*\*

For the first time, the Employee Activities Department is offering a catalog of discount-priced top quality merchandise that will be delivered to your doorstep - 100% guaranteed. A wide range of products is offered just in time for your Christmas shopping. The catalog is available at all divisions and the Employee Activities Office.

\*\*\*\*

New products on sale now: limited edition of the "Welcome to LA 84" Olympic T shirt. The hem line is stamped "RTD Employee Activities Limited." These shirts are \$6.50.

\*\*\*\*

For the true transit buffs, an illustrated book about the controversial conversion of the Pacific Electric's 1,000-mile rail system to rubber-tire transport. It's 20 years of research, 192 pages, 275 illustrations (many very rare), maps, rosters, etc. Retail for \$29.95, yours for only \$16.00. Also, the 1985 Calendar of Southern California transport memories "Red Cars, Yellow Cars", retail for \$7.95 and will be yours for only \$4.00.

## November Recreation Schedule

All prices listed are group discounts.

- 10** Grover Washington - Universal Amphitheatre - \$16.50
- 10** UCLA vs Oregon State - Rose Bowl - \$5.00
- 11** Lakers vs. New Jersey - Forum - \$7.50
- 14** Frank Sinatra - Universal Amphitheatre - \$29.00
- 16** Deadline for Sees, Knotts & Fruitcakes Orders
- 16** Lakers vs. Kansas City - Forum - \$7.50
- 18** Lakers vs. Milwaukee - Forum - \$7.50
- 20** Lakers vs. Phoenix - Forum - \$7.50
- 23-25** Las Vegas - Golden Nugget - \$78.00 Double - \$130 Single
- 24** Chuck Mangione - Beverly Theatre - \$14.50
- 25** Lakers vs. Seattle - Forum - \$7.50
- 30** Lakers vs. Kansas City - Forum - \$7.50

For information on these and all other recreational events, please call the Employee Activities office at Ext. 6580.

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**HEADWAY**  
RTD

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.

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Usha Viswanathan,  
Special Edition Editor