

HEADWAY



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Cover Story

RTD's Ellis Joins LAPD

Lewis Ellis remembers when he started at the Los Angeles Police Academy his first instructor looked at the roll and said, "Gee whiz! We got a guy here older than dirt!"

Taking a deferred retirement from the RTD in 1984, Ellis, a bus operator with the District for six



New Officer Lewis Ellis is all smiles after receiving his academy diploma.

years and a supervisor for another 19½ years, graduated May 31 from the Police Academy at age 53, and is the academy's oldest graduate.

Although Ellis had worked as a reserve police officer for eight years, a second career as a cop had not seemed a realistic goal. "Originally, I went to the police department to pick up an application for my son. The lady at the counter gave me a funny look. I told her not to worry because it wasn't for me. At that time, she said there was no age limit. Eight months prior to my picking up the application the police department had dropped their 35-year-old limit," said Ellis.

"So, I went ahead and filled it out. I didn't think too much about it at the time. By then, my son had changed his mind about joining the force and had gone into business for himself. I was invited soon after for an interview. I went through their test battery and various screenings. Then it began; I got into the December class."

Ellis doesn't believe his age had any effect on the way his instructors treated him at the academy. "They aren't easy on any-

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Light Rail Coming

The Los Angeles County Transportation Commission (LACTC) has approved a \$700 million 21-mile light rail system that will run from Los Angeles to Long Beach. The route is along much of the old right of way used by the electric "Red Car" trolleys before they stopped service in 1961. The line includes 22 stations and will carry an estimated 54,000 riders a day by the year 2000. The cars will travel on dual tracks and will be powered by overhead electrical wire.

The Los Angeles-Long Beach line is considered the first segment of a 150-mile rail network funded by a half-cent county sales tax approved by voters in 1980. The LACTC hopes to complete construction by October 1989, at which time the District will take over operations and maintenance of the line.

Light rail transit can help solve many problems associated with traffic congestion and expensive rapid transit systems. It is a practical supplement to bus lines, rapid rail transit, or railroad commuter lines. Major advantages of light rail are its flexibility and versatile operating possibilities.



LA to Long Beach light rail route at its point of origin.

District and ATU Sign

A contract settlement has been reached between RTD and its mechanics' union, the last of RTD's three major labor unions to negotiate new labor contracts.

It has since been ratified by the RTD Board of Directors and the 1,800 mechanics and maintenance employees represented by the Amalgamated Transit Union (ATU).

"We're on the verge of achieving historic labor stability at the District," RTD Board President Nick Patsaouras commented.

Patsaouras noted that this is the first time since 1969 that RTD has negotiated new contracts with its three major labor unions without a strike.

behind the District at a critical time when we face severe cutbacks in local tax support and our federal operating assistance is in jeop-

ardy," Patsaouras said. "Against that backdrop, we negotiated long-term agreements that enable RTD to boost productivity and cut costs while affording our workers moderate wage and benefit increases."

Contract talks between the District and ATU leaders started in early January. A tentative contract agreement was reached March 30, a day before the last contract expired, but a dispute later arose over how cost-of-living adjustments would be computed.

"This time both sides have a clear understanding of every clause in the new contract," Patsaouras said. "We're in total agreement."

The District already has approved new contracts with labor unions representing the operators and clerks.

RTD Promotes Fair Housing

On May 29, the District helped kick off the Los Angeles Fair Housing Campaign by carrying the message on 550 buses.

Fair housing posters are now displayed on the exterior advertising signs of fifty buses, and another five hundred coaches exhibit interior notices.

The posters are designed to inform the public of their right to seek equal access to housing in Los Angeles and throughout the United States. The posters include a toll free hotline number to report incidents of discrimination.

General Manager John A. Dyer will serve on the Los Angeles Fair Housing Campaign Committee that will seek endorsements from local government agencies and individuals in fighting discrimination.

RTD Board President Nick Patsaouras said the District is prepared to lend support to the efforts of the private sector campaign committee as they strive for similar goals.

"The District is proud to do its part to help guarantee fair housing for all persons regardless of their race, color, religion, sex, or national origin," said Patsaouras.

The official ceremony to launch the housing campaign was held on the South Lawn of City Hall with Housing and Urban Development Secretary Samuel R. Pierce, Jr. and Mayor Tom Bradley presiding.

Joining Secretary Pierce and Mayor Bradley were Martin Luther King, III, son of Coretta and Martin Luther King, Jr., and members of "Celebrities for Fair Housing," including sports stars Willie Mays,



HUD Secretary Samuel R. Pierce, Jr., addresses audience at the Fair Housing Campaign Kick-off.

Roosevelt Grier, Archie Moore, and Don Newcombe.

Financed entirely by the private sector, the National Campaign of Public/Private Partnerships for Fair Housing is part of a national effort by Secretary Pierce to inform the public of its right to equal housing opportunity.

President Patsaouras said the RTD and its advertising agency, Winston Network, were pleased to do their share in publicizing the campaign.

"I commend Secretary Pierce and Mayor Bradley for spearheading the national and local fair housing campaigns and look forward to serving in this cooperative effort," said Patsaouras.



At the press conference announcing the settlement between ATU and the District are General Manager John A. Dyer, ATU President Jerome C. Long, Mayor Tom Bradley, and RTD Board President Nick Patsaouras.

Accessible Service Task Forces Followed Up

Twenty-five issues were brought forward as recommendations to Operations by five division accessible service task forces. These task forces have been in session since February, meeting every two weeks. The composition of the task forces from Divisions 2, 5, 8, 15, and 18, included transportation and maintenance managers, instructors, operators, and mechanics. The task forces were initiated in response to the District's commitment to improve accessible service.

Of the twenty-five recommendations developed by the task forces, some have already been approved and are either being tested or will take effect in July. These include using a defect card to properly identify problems; affixing decals to lift control panels on EEC lifts; and using AMG buses, which have lift problems, on tripper service only.

Implementation plans were presented on June 12 by Director of Transportation Ed Nash and Director of Maintenance and Equipment L.R. Davis.

The issues soon to be fol-

lowed up by plans of action include:

- Emergency procedures on wheelchair lift operations
- Kneeling buses on high crown streets
- Identifying defective lifts to wheelchair patrons
- Low-stress, sensitivity training sessions for operators
- Scheduling accessible replacement buses
- Parts acquisition
- RTS lift jams
- Installing an electronic farebox in a Neoplan coach to test maneuvering room
- Identifying defective lifts to ERS, Radio Dispatch
- Wheelchair lift inspection sheets
- AMG safety gate fix
- Replacing the toggle switch on Neoplan lift control
- Affixing decals to the back of buses with EEC lifts ("Warning — Bus may stop 24" from curb to deploy wheelchair lift")

Final action taken on all the recommendations will be reported in later issues of *Headway*.

Patrons Fare Better With Monthly Passes

RTD monthly pass prices were raised effective July 1.

A regular RTD monthly pass, good for unlimited rides on local bus service, rose from \$20 to \$32. Express stamps for freeway service went from the current \$7 to \$12 per increment. Up to five stamps may be purchased each month depending on distance traveled.

The RTD base fare was increased from 50 cents to 85 cents July 1. Express cash fares went up to 35 cents per freeway zone from the current 25-cent charge. And a transfer now costs 10 cents per use.

Tempering these fare hikes, RTD directors approved greater savings for patrons who buy regular monthly passes. An average pass user can realize a 33 percent discount by purchasing a monthly pass rather than paying cash fares under the new fare structure.

The price of a regular RTD monthly pass now is computed by multiplying the current 50-cent base fare by 40, which is the pro-

jected number of trips an average rider is expected to take in a 30-day period.

Studies show, however, that regular passes are used on an average 56 times a month, equivalent to a 30 percent discount over paying regular cash fares.

The new \$32 pass price is based on 37.6 trips a month, even less than under the current fare program. This means an average pass user can realize a 33 percent discount by purchasing a monthly pass.

"RTD's new pass fares are less than those charged three years ago before the Prop. A fare subsidy program was implemented," observed RTD Board President Nick Patsouras.

Effective July 1, however, at least 35 percent of Prop. A tax dollars was shifted to fund rapid rail transit construction in Los Angeles County. As a consequence, RTD fares for all bus riders were hiked this summer to offset a projected \$43 million shortfall in local operating subsidies.

Service Cuts Take Effect In June

The District made schedule and route changes on selected bus lines throughout the Los Angeles area that were effective on Sunday, June 30.

Most of the changes involve minor adjustments in schedules, primarily during morning and afternoon rush hours, on bus lines where ridership is expected to decline in the wake of higher fares that took effect July 1.

Bus service was trimmed approximately 2.4 percent but the cuts were spread over half of the routes. Altogether, about 170 peak hour buses plus spares were removed from 133 bus lines.

No lines were canceled and the majority of service adjustments involved schedule changes of less than three minutes.

Fourteen bus lines experienced more significant impacts but, with the exception of Line 120 (Imperial Highway), none of the changes were greater than 15 minutes from current schedules.

A portion of Line 120 service in Orange County was canceled during midday Monday through Friday and all day Saturday and Sunday because the Orange County Transit District opted not to renew its contract with the District for this service.

On the other hand, RTD established new Line 203 to serve the Griffith Park Observatory, and service on Line 434 was extended to Leo Carrillo Beach between June 16 and September 7. Extra trips to Disneyland on Line 460 also are scheduled this summer.

"The RTD Board of Directors elected to institute higher fares rather than more stringent service adjustments, such as line eliminations and night and weekend service cancellations, at the urging of bus riders who spoke at a public hearing earlier this year," RTD Board President Nick Patsouras said.

Pension and Benefits

Beneficiary Rolls To Be Updated

The Personnel Department's Pension and Benefits Section recently devised a more efficient method of monitoring employee beneficiary designations. All employees should have received in the mail a packet containing a form to update beneficiary designation information.

"This is a new computerized system we've introduced," said Pension and Benefits Administrator Edward Paull. "In the past it was taking us an inordinate amount of time paying people the money they were due because there was no named beneficiary or because the named beneficiary was not current," said Paull.

Paull cited some developments that caused employees' survivors distress because the beneficiary designation was not kept current by the employee.

"One employee died leaving his child as beneficiary. The law does not allow a money award paid directly to minors. So, it took the wife almost six months and great expense raising the child on her own before she could receive the money."

"Another employee divorced and later remarried. Because he did not change his named beneficiary, his first wife received half of his benefits while his second wife received the remainder."

"And, finally, a third employee married four times. His named beneficiary had not changed since his first marriage. On his death, three separate claims were filed by the various wives. The resulting settlement was an agreement between the first and the current wife to split the benefits 50-50."

The California community property law mandates that half of the community property belongs to the spouse whether named or not. "If the employee named a beneficiary and it is current, everything is O.K. If the employee has not named a beneficiary, we, and especially the survivors, have got a



Pension and Benefits staff comes up with a way to ensure employees' designated beneficiaries are up to date and on record. From left: Pension and Benefits Administrator Ed Paull, Pension and Insurance Clerk Rudy Chairez, and Personnel Assistant Hope Powell.

problem," said Paull.

The new form can be used for all District plans that provide survivor's benefits. This includes Life Insurance, Pension Plan, Deferred Compensation, the new Thrift Plan (401K), and any other District-sponsored benefit plan. Also included are payroll, unused vacation pay, and sick pay. Both the ATU and UTU have adopted this beneficiary form for all union-sponsored benefit plans. It does not include the Credit Union as it has a separate system to keep track of beneficiary designations.

The impetus for the new designation form was new federal legislation regarding beneficiary rights and changes in the California community property laws. On the new form, married employees should notice that their spouse's signature is required if the employee does not name him or her as a beneficiary. The purpose of the signature is to avoid complications that might otherwise arise

under California community property laws.

Beneficiary designation is decided solely by the employee. An employee may name one or more persons as the primary beneficiaries and others as contingent beneficiaries; however, each category (primary or contingent) should add up to 100 percent. The named beneficiary will appear on each employee's annual benefit statement. Future changes can be made by filling out another form.

All employees are requested to fill out their personalized form and return it in the provided envelope by August 1. "To avoid complications or added grief to your survivors, it's worth it to take the time to fill out this form. A little time and care taken now will ensure that your survivors will receive your benefits in a timely manner," said Paull. Employees having any questions about the new beneficiary designation form are encouraged to call extension 6381.

Oldest Rookie—RTD's Ellis Joins The LAPD

Continued from page 1

body. Luckily, I'm in good shape, and I have an exercise program that I follow daily. I do 100 push-ups, 200 sit-ups, and run five miles a day and eight miles on Saturday."

"The physical part of the training is strenuous. Cadets are required to run 1 1/4 miles uphill in 11 minutes. I did it in eight minutes my first time. On the obstacle course you have to run and vault a six-foot wall. I managed to hold my own. When we ran I'd be at the head of the pack. The instructor would turn around from time to time and say, 'Are you still here?'"

For six months Ellis endured 10-hour days at the academy that along with the arduous physical training includes intensive academic study. "Each week we had a criterion exam based on our readings and class lectures. We attended self-defense classes, shooting classes, and combat shooting classes. In the combat classes we were required to fire six rounds in 45 seconds. We were also required to attend the combat classes at night to test our marksmanship in the dark."

"After classes I'd go home and clean up my uniform, shine my shoes, and get ready for the next day. For six months, you make a real sacrifice. It has to be that way if you want to make it."

Ellis feels that because his eight children are grown, the time



The Ellis family attends their father's graduation ceremony at the Police Academy. From left: Kayla Ellis, Alice Faye Ellis, Julie Ellis, and Lewis Ellis. In front is grandson Michael, son of Alice Fay Ellis.

was right to do what he wanted to do years ago. "If the kids were younger it wouldn't have been right for me to quit a steady job and try out for the force."

Ellis has three daughters who are District employees. At the graduation ceremonies daughter Kayla,

word processing operator in the Data Processing Department, was cheering for her dad and others. "Some of these graduates are people we went to high school with," she said.

About her father, Kayla said, "He's an inspiration. It's like guid-

ance without a word. He may be 53 but that doesn't mean he's ready to be put out to pasture — growth is continual. He's not through. He still has something to show us."

Fay Ellis, payroll clerk in the Accounting Department said, "I couldn't be prouder; he's doing what he wants to do."

Son Dexter Ellis, filled with pride, exclaimed, "I'm so happy to see him champion this challenge he set for himself."

Julie Ellis, an assistant buyer in the Purchasing Department, said, "It's great! Now that we are all grown he's got a chance to do what he's always wanted to do."

Ellis describes his 25 1/2 years at the District as happy years. "I enjoyed them. The District assisted me in getting my degrees through the Tuition Reimbursement Program. They helped me a lot," he said.

Asked if he felt his RTD experience influenced him in any other way, Ellis felt it had not. But when this reporter asked him to pose for a *Headway* photo, Ellis sprang into action and said, "O.K., because you've got to get back to work." Thanks to Ex-Supervisor Lewis Ellis this reporter had no missout with her deadline.

Officer Ellis began his service with the LAPD on June 2 in West Los Angeles.

RTD's Frustaci Family

Aunt Stacey Shares Family's Joy and Ordeal

The whole world knows about Sam and Patti Frustaci's septuplets born May 21 in Orange. The parents and babies have been seen in newspapers, on TV, and on the covers of magazines.

What the world doesn't know is that the grandpa and the auntie of the babies are part of the RTD community.

Grandfather Earl Frustaci, with the District since 1947, retired this year after 37 1/2 years as an operator at Division 7.

Aunt Stacey Frustaci Wilson has been a steno in Instruction at Division 5 for the last three years. Although the news of her sister-in-law's multiple births was initially exciting, the critical condition of the infants and the prospects of their survival is taking its toll on the extended family.

"I love children," said Stacey, "and I was thrilled when my mom called to tell me the news after Patti's ultrasound confirmed there were seven fetuses."

"I got on the phone and talked to Sam and Patti. Now, my brother and I are very close. I think he was stunned. He told Patti only dogs have litters and that he was going to have to buy a 50-pound bag of Gravy Train."

Patti Frustaci had been attending a Los Angeles fertility clinic and had been taking the fertility drug Perganol prior to her pregnancy. For the greater part of her pregnancy Mrs. Frustaci was confined to bed at St. Joseph Hospital to safeguard her health and to prevent contractions and premature delivery.

"I didn't see her much because of her confinement," said



Division 5 Steno Stacey Frustaci Wilson hopes and prays for her brother's family.

Stacey, but we talked a lot on the phone."

One of the infants, a girl, was stillborn; she apparently died in the uterus several days before delivery. On May 24, the smallest of the babies, nicknamed "Peanut," died.

"My father called me around midnight to tell me. He just broke down and cried when he told me," said Stacey.

At this point during the interview, Stacey had turned on the radio. The radio announcer told the news of the infant's death as Stacey listened tearfully.

"It creates an inner feeling that's so hard to cope with. Listening to them describe the deaths is hard, so sad. It's so hard because

my brother is someone special to me. I think about all that he and Patti are going through and I can't do much about it."

"I woke up in the middle of the night, you know, just knowing something was wrong. We are a very close family."

The media attention paid to the infants and the Frustaci family has also been very close, and according to Stacey it's been suffocating.

"They haven't given my father a chance to breathe. And I'm kind of irked by them. I understand that it is a media event, but they've made it look like my brother's poor. My brother has a good job. His insurance company picked up the million-dollar hospital bill. They've also harped a lot on the fact that it's going to cost a lot to raise them. Well, tell me something I don't know! I just don't think the money aspect should be so emphasized. We aren't concerned about the expense. We'll make it. We are much more concerned about the health of the children.

Stacey is not totally critical about the media's intrusiveness. She admitted her gratitude toward Radio Station KIQQ for their donation of six bassinets and another station's donation of a new car to the family.

But the fact remains that infant care is demanding and if not initially expensive, multiple baby care will certainly cost in time and money.

"We've thought about that," said Stacey. "My parents and Patti's parents are willing to help out. We will probably work in shifts. I know I'll be going down there. I

love children. I have two boys of my own."

At the time of *Headway* publication, James and Bonnie Marie had died. Patricia, Steven, and Richard, although listed as critical, continue to improve. For the Frustaci family, the ordeal continues.

"I just hope and pray that they all pull through," said Stacey.

—Notice—

In order to help each other out in these times of rising prices, *Headway* is asking readers to submit the names of restaurants they have found that offer good food at good prices. These restaurant reviews should include the name, address, recommended entrees, and prices. Send your reviews to *Headway*, 2nd Floor, 425 S. Main St., Los Angeles, CA 90013.

Manual Arts High School winter and summer classes of 1965 are planning their 20th year class reunion. The reunion will be held Saturday, October 12, 1985 aboard the Queen Mary in Long Beach. For more information please call 293-0952.

For Sale

1983 GMC S-15 Pickup; Tahoe Package, has everything except power brakes. Asking \$3,000 and takeover of payments, \$5,000 left to be paid. Immediate delivery. Contact seller after 3 p.m. at (818) 281-3292.

Roadeo Preliminaries Select For Finals

Roadeo Preliminaries were held the second week of May at the Santa Anita Racetrack parking lot. The days were often gray and the mornings cold. The mountains surrounding the racetrack were obscured by the low-hanging clouds.

The several hundred operators who qualified gingerly went through their paces at the preliminaries.

To qualify for the preliminaries, an operator's past driving record and personal appearance are up for scrutiny. Prior to the competition — for a period of one year — the operator must have worked full time as an operator for the District, must have had no pre-

ventable accidents, must have had no more than three unavoidable accidents, must have had no more than three missouts, and must have had no suspensions.

The actual competition included a pre-trip inspection, a personal appearance rating, and eleven simulated road problems designed to test a driver's ability and judgment.

The driving test must be completed in seven minutes. Two judges rode with each operator, scoring him or her for operation and safety habits.

All operators skilled enough to place at the preliminaries faced the June 22 Finals. Action at the finals will be reported in the August issue of *Headway*.



Division 18 Assistant Manager Jim Lukens and Manager John Adams are ready for pre-trip inspection of the next competitor.



Diminishing clearance requires the operator to maneuver between progressively narrowing rows of barrels.



Judges (Division 15 Manager) Marcus Johnson and (Assistant Transit Police Chief) Harry Budds scrutinize closely at the Right Hand Reverse Turn Test.



Division 16 Manager and Roadeo Judge Harold Hollis measures distance at the Passenger Stop Test.



Roadeo Coordinator Vicki Varga and Volunteer Judge/Director of Employee Relations Roger Kundert confer about timetables.



Operators try the old left hand reverse at this point of the course.

In Pursuit of Excellence

Operators Recognized for Month of April

The April "In Pursuit of Excellence" winners of the Operator Sweepstakes and Manager's Award are listed below:

Manager's Award		Sweepstakes Award	
Division	Operator	Division	Operator
3201	Miguel V. Moran	3201	Bernabe V. Ibarra
3202	Connie S. Amstone	3202	Robert C. Miller
3203	Aurelio Robles	3203	Leroy Thomas
3205	Gerald F. Luke	3205	Bobby E. Butler
3206	Nelson R. Judkins	3205	Mark J. Scott
3207	Dorothy M. Meredith	3205	Lester P. Ellis
3208	Willie F. Langley	3206	Oscar Solomon
3209	Catarino G. Gonzalez	3207	Johnny M. Hardwick
3210	Gabriel Munoz	3207	Lewis A. Hawkins
3212	Merrill L. Fretwell	3208	James K. Orr
3215	Jessie L. Wilson	3209	Lyndon F. Johnson
3216	George A. Zeranko	3209	Georgina C. Cervantes
3218	Jose R. Perez	3210	Joe V. Swift
		3212	Craig S. Smith
		3215	Leo H. Perea
		3216	Nelson F. Huggins
		3218	Danny L. Ennis
			Phillip J. Picorelli

It's Bus Pass Photo Time

The Personnel Department will begin photo sessions in August for the new employee passes which will be issued in 1986 for active employees and their dependents. This will involve photographing approximately 15,000 people throughout Los Angeles County.

Arrangements have been made to take photographs at the divisions. A photographic team of four employees, with their equipment, will visit each of the 15 divisions on specified dates. Current employees and their dependents can go to any convenient location for their photos.

To find the day and time for your photo session, see the schedule that follows.

PHOTO SCHEDULE 1986 Employee & Dependent Bus Passes PHOTOGRAPHY BEGINS AUGUST 3, 1985 AT THESE LOCATIONS:

ADDRESS	DATE	DAY	HOUR	1ST INITIAL EMPLOYEES' SURNAME
DIVISION 1	8/3	Sat.	9am-4pm	A - M
1130 E. 6th Street	8/4	Sun.	9am-4pm	N - Z
L.A. (Central & 6th)				
DIVISION 2	8/5	Mon.	12:30pm-7pm	A - M
720 E. 15th Street	8/6	Tue.	12:30pm-7pm	N - Z
L.A. (E. 15th & San Pedro St.)				
DIVISION 18	8/10	Sat.	9am-4pm	A - M
450 Griffith	8/11	Sun.	9am-4pm	N - Z
Carson				
DIVISION 14	8/12	Mon.	12:30pm-7pm	A - M
361 E. 55th Street	8/13	Tue.	12:30pm-7pm	N - Z
L.A. (55th & San Pedro St.)				
DIVISION 5	8/15	Thurs.	12:30pm-7pm	A - M
5425 Van Ness	8/16	Fri.	12:30pm-7pm	N - Z
L.A. (Van Ness & 54th)				
DIVISION 7	8/19	Mon.	12:30pm-7pm	A - M
8800 Santa Monica Blvd.	8/20	Tue.	12:30pm-7pm	N - Z
(Santa Monica & Palm)				
DIVISION 6	8/24	Sat.	9am-4pm	A - M
100 Sunset Avenue	8/25	Sun.	9am-4pm	N - Z
Venice (Sunset & Pacific)				
DIVISION 8	8/26	Mon.	12:30pm-7pm	A - M
9101 Canoga Avenue	8/27	Tue.	12:30pm-7pm	N - Z
Chatsworth				
(Canoga Ave & Nordhoff St.)				
DIVISION 15	8/28	Wed.	12:30pm-7pm	A - M
1190 Branford Street	8/29	Wed.	12:30pm-7pm	N - Z
Sun Valley				
(Branford near Glenoaks)				
DIVISION 3	9/7	Sat.	9am-4pm	A - M
630 W. Avenue 28	9/8	Sun.	9am-4pm	N - Z
L.A. (Avenue 28 & Idell St.)				
DIVISION 10	9/9	Mon.	12:30pm-7pm	A - M
742 Mission Blvd.	9/10	Tue.	12:30pm-7pm	N - Z
L.A.				
DIVISION 12	9/14	Sat.	9am-4pm	A - M
970 W. Chester Place	9/15	Sun.	9am-4pm	N - Z
Long Beach				
(W. Chester & Fairbanks)				
DIVISION 4	9/16	Mon.	12:30pm-4pm	A - M
7878 Telegraph Road	9/17	Tue.	12:30pm-4pm	N - Z
Downey				
(Slauson & Telegraph Road)				
DIVISION 9	9/21	Sat.	9am-4pm	A - F
3449 Santa Anita Avenue	9/22	Sun.	9am-4pm	G - L
El Monte	9/23	Mon.	12:30pm-7pm	M - R
(Santa Anita & Romona Blvd.)	9/24	Tue.	12:30pm-7pm	S - Z
DIVISION 16	9/28	Sat.	9am-4pm	A - M
1551 E. Mission Blvd.	9/29	Sun.	9am-4pm	N - Z
Pomona (Mission & East End Ave.)				

HEADQUARTERS BUILDING: Employees of the 425 S. Main Street facility are urged to accompany their families to a Division Photo Location convenient to their home to have their own as well as their eligible dependents' photos taken for 1986 passes.

Six-Step Program To Keep It Off!

1. Start a food diary.

The best reminder of your eating habits is complete and honest documentation of *all* the food you eat. On a small pad, write down everything you eat or drink — the quantity of food and where you ate it. The diary will be helpful when you start your permanent weight loss program as it will show you where you eat, the time you eat, and, most importantly, how often you eat. (See last month's *Headway*.)

2. It's better to let food go to waste than to your waist.

The ABC's of weight loss:

- A. Cut your food in half, eat one half and throw the other away, or share with a weight-loss buddy.
- B. Don't finish food off your plate or anybody else's plate — eat moderately — don't be concerned about food going to waste.
- C. Take no second helpings!

3. Review your diary — Be Honest!

The easiest way of cutting calories immediately is cutting out snacks and cutting your food in half with no second helpings. Literally, you don't change the foods you eat, yet you change the quantity you eat. That way you don't deprive yourself of your favorite foods while you're cutting calories. (Cutting food in half means cutting a *normal* serving in half *and* no second helpings.)

4. Avoid overfill.

One of the enjoyments of eating is the warm satisfaction received after eating. You may eat normally, but then you may exaggerate this eating and eat more than you need. You are now in the stage of overfill. Overfill is a habit of over-eating, of forcing food until you are stuffed and full. (This happens at Thanksgiving Dinner.) For permanent weight loss you *must* modify this form of eating by eating smaller portions and no second helpings.

5. Slow down.

Acknowledge the food you eat and don't race through a meal. The problem with quick snacks, lunch-counter counters, and fast food chains is that they allow a person to rush through a meal — these foods are usually high calorie meals. Slowing down allows you to enjoy your food, to savor the flavors, and to feel satisfied when you've actually eaten less. Rushing through your meals does not allow for the satiety center to be activated. Your hunger is not satisfied and snacking begins.

6. An outline for Permanent Weight Loss.

- A. For permanent weight-loss. **DO NOT** rely on:
 - 1. diet aids
 - 2. fad diets
 - 3. check-out stand booklets
 - 4. calorie counters
 - 5. advertised and expensive weight loss foods
 - 6. wishful thinking

To Your Health



By Elia Hager
Visiting Nurse

B. For permanent weight loss INVEST in:

- 1. a good weight scale
- 2. daily exercise
- 3. supportive friends

C. For permanent weight loss REMEMBER:

- 1. the why, where, and when of eating
- 2. avoid overfill
- 3. avoid and eliminate unnecessary habit eating at the movies, in front of the T.V., snack foods at a friend's house, or at your work station
- 4. exercise and become a negative calorie consumer — expend more calories than you eat
- 5. weigh yourself regularly and become aware of your weight loss — reward yourself by taking in your clothes
- 6. resist second helpings
- 7. be honest with yourself



If you have any questions on your food diary, please send them to the Personnel Department to my attention.

Teach Your Children To Protect Themselves

Here are some tips compiled from the Mesa, Arizona Police Department, The Anderson Security Agency, and United Way that might some day prevent a tragedy from happening in your family.

- Start teaching your children basic crime prevention techniques at the earliest possible age. Do not confuse this with teaching them to be afraid. The object should not be to scare them but rather to make them aware of the possible dangers they could encounter.

- Teach your children never to accept rides or offers of food, gifts, or money from strangers.

- Tell them which adults can pick them up from school or other activities. Teach them not to be tricked by a stranger with a story such as a family member has been hurt in an accident and he (the stranger) was asked to pick them up.

- Teach them to avoid going anywhere alone. Have them use the buddy system with their friends. This is especially true if they must go door to door selling Girl Scout cookies or on a similar project. Tell them never to actually enter a stranger's house, even at the owner's request.

- Show them the safest route to and from school. As a parent, know the length of time it should take and immediately check any delay in their arrival home.

- Do not allow them to walk alone anywhere after dark.

- Know your children's playmates and where they congregate.

- Instruct your children to check with you before going anywhere.

- Teach your children basic crime prevention rules for the home. Let them know they must never open the door to a stranger, reveal who is at home, or mention when your house is unoccupied.

- Teach them that there are certain areas of their bodies that it is not right for others to touch. Let them know they have the right to say, "No!"

- Instruct your child to let you or their teacher know immediately if they are bothered by a stranger. Teach them it is important to remember what he looked like, what he wore, and if possible his license plate number.

- Make sure your child knows his full name, address (including state) and telephone number (including area code), and how to reach the operator or make a long-distance call.

- Consider setting a code word with your children. The children are not to go with anyone unfamiliar to them, unless they give the code word.

- Instruct your child if he or she is followed by an automobile or on foot to run home, to run to the nearest public place, or yell for help. Children should be advised not to run and hide in a deserted place.

- Keep a copy of your child's fingerprints and be able to locate dental records. Take photographs every year. Take a picture of your child's profile and full face.

- Don't buy items with your child's name on them, such as T-shirts or lunch boxes. Children will respond more readily to a stranger if they are addressed by name.

- Outline what your child should do if he or she is separated from you. If separated while shopping, the child should not look for you but go immediately to the nearest checkout counter and ask a

clerk for assistance. Tell your child never to go to the parking lot.

- Never leave a child unattended in a car.

- Don't leave children unattended in grocery carts, and don't let them wander through stores alone. Parents should be especially careful about leaving children in the toy department while they shop elsewhere.

- Be sure your child's school or daycare center will not release your child to anyone but you or someone designated by you.

In addition to these prevention tips, there are warning signs that might indicate to parents that there has been a molestation or an attempted abduction. Such behavioral changes may include:

- Re-enactment of abuse using dolls, drawings, or friends

- Withdrawal, "clinginess," fear of separation

- Fear of certain places

- Sleep disturbances such as nightmares, bed-wetting, fear of sleeping, and tiredness from lack of sleep

- Eating problems like loss of appetite, overeating, swallowing difficulties

RTD Fashion Show



Office Aerobic Services, Employee Activities and the Personnel Department co-sponsored an aerobic fashion show in the Administration Building Cafeteria, May 23 at noon. To finger-popping music, employees watched and in some cases ogled svelte aerobic instructors who modeled various workout outfits. Fashions were on sale to RTD employees. Ten percent of the sales went to Employee Activities. Shelly Gouveia shows off the latest in aerobic fashion.

All Retirees....

APPLICATION for membership RTD RETIREES SOCIAL CLUB	
NAME _____	
SPOUSE _____	
ADDRESS _____	
CITY _____	
STATE _____	ZIP _____
Amount donated \$ _____	
A donation of at least \$7.00 per year is required for the monthly NEWSLETTER and annual ROSTER.	
Please send donation to either one of the co-editors of the RTD RETIREES SOCIAL CLUB NEWSLETTER:-	
HAROLD HUMPHREYS P.O. Box 3556 Riviera, AZ 86442	SYDNEY CHEVLIN P.O. Box 1652 Riviera, AZ 86442

Property Owners Liable For Damages

Editor's Note: Headway is pleased to present the fifth in a series of articles devoted to a variety of legal issues and concerns. This column is intended to provide general information only, not specific legal advice. For advice regarding specific legal matters, readers are advised to consult an attorney. The authors of this column welcome any comments or questions from readers. Send letters to: Headway Personnel Department, 425 S. Main St., Los Angeles Ca. 90013.

by Larry B. Penney

As a child you heard about Jack and Jill's difficulty in climbing a hill to fetch a pail of water. What the nursery rhyme didn't tell you is what happened to Jack and Jill after he fell down and broke his crown and she came tumbling after.

If Jack and Jill were in California when they fell, there is every reason to believe that they made a claim for their injuries against the owner of the property upon which they fell. Since 1968, when the California Supreme Court decided the case of *Rowland v. Christian*, every property owner has owed a duty to anyone on his property to take reasonable precautions to prevent injury.

This means that if Jack and Jill can show that the owner of the hill could have taken reasonable precautions to prevent their fall, and that they fell because of the owner's failure to take reasonable precautions, they can collect damages for their injuries.

The duty imposed on a property owner in California is so broad that it applies to anyone and everyone on the owner's property, including people on the property without permission, and even including people on the property for an illegal purpose.

In California a burglar who fell through a skylight while trying to break into a school successfully sued the school for its failure to warn him that the skylight was unsafe. Another burglar tripped on a skateboard at the top of a stairway while his hands were occupied with the homeowner's television set. He successfully sued the

homeowner for the injuries he suffered in falling down the stairs.

In the future, burglars, and other people in the act of committing a felony, may not be able to sue for their injuries suffered because of their intended victim's negligence in maintaining their property. At least not if Assemblyman Alister McAlister (D-Milpitas), author of AB 200, has his way. His bill is designed to revoke the rights of such criminals to sue the property owner they are victimizing.

However, for the rest of us, there remains the right to recover damages when injured by a dangerous condition on someone's property. For those who own property, the duty remains to take reasonable precautions against injury to anyone on the property.

If you are injured while on someone's property, you should seek legal advice. Most lawyers who regularly handle such cases offer free consultations, and if your case seems to have merit, it is common for such lawyers to take the case on a contingent fee basis. This means you can get free legal advice about your case, and if you hire a lawyer, you need not pay attorney fees until and unless there is a recovery made for you. The fee you then pay is an agreed upon percentage of the recovery.

If you own property, you would be wise to make sure you are adequately insured. Most homeowners' policies which insure against such liability, only offer \$100,000 in coverage. Since \$100,000 doesn't approach the potential liability a homeowner could have to someone who is seriously injured on their property, it is smart to obtain an umbrella policy. Such umbrella policies are relatively inexpensive, about \$100 a year will buy \$1,000,000 in excess liability coverage.

Larry B. Penney is an attorney who has practiced plaintiff's personal injury law for eight years. He is the senior trial attorney in the mid-Wilshire Law Office of Carl D. Barnes, and he resides in Studio City.



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National Fair Housing Campaign Posters



Posters similar to this billboard appear on District buses as part of the promotion for the National Fair Housing Campaign. See related story on page 1.

Payroll Department

Payroll Debugs System

As technology speeds by at an ever-increasing pace, the District has jumped into the mainstream with the installation of a Transit Management Information System (TransMis). This automated system can accomplish in a fraction of time the processing of employee payroll and meet the federal and state reporting requirements with greater efficiency and accuracy. It avails the District the capability to interface with other District systems, specifically, the Transportation Department's Transit Operating Trends System (TOTS) in compiling needed data for processing and management accessibility.

The payroll processing for an organization with 9,300 employees is a complex and time-consuming process. The District was faced with several major problems. "We were up to our armpits in punched cards and paper," recalls Bob Pentek, director of management information systems for the District. "Worse, we were not satisfying any of the departments' needs. Something had to be done." Rather than automate the existing system, the District decided to completely rework its own methods and procedures to take advantage of those factors that would best satisfy its needs. Management made a second and equally important decision to use independent consultants.

Transition Was Not Easy

The initiation of the state-of-the-art payroll system occurred in October 1984 and the transition was less than smooth. There was a significant change in design as well as a lack of a working knowledge of the newly acquired payroll reporting system.

As Tom Wynn, assistant payroll manager, stated, "During the first and second payroll runs, numerous employees stood outside of the payroll offices to complain about errors on their checks. Several offered a helping hand to remedy the problem by offering their unwarranted opinions of the new payroll system."

Additional programming problems surfaced during subsequent runs; however, these were minor and quickly resolved.

"As with any new system, there are adjustments and refinements that must be made. However, together with data processing, Arthur Andersen and Co. (Management Consultants), and



With payday coming closer, Assistant Payroll Manager Tom Wynn and Payroll Manager Howard B. Crawford hope the computer is right.

the Payroll Department, we seem to have gotten most, if not all, of the bugs out," said Howard Crawford, payroll manager, and Wynn concurred with a sigh of relief.

Whereas, initially the bulk of the problems stemmed from unfamiliarity with the system and programming, the problem has shifted to another area.

"We only pay what we see; unfortunately, there is virtually no time for our staff to verify time reports, which brings us to the human error factor. Employees must be more careful on their time reports," said Crawford.

Employee response has been favorable toward the itemized breakdown of work hours.

Looking Into The Future

Automation of the entire payroll system will be complete once the Maintenance Manpower Accounting System (MMAS) is incorporated, which is anticipated in late June.

The District is exploring new avenues by looking into an Automatic Bank Deposit Option. If elected, it would allow employees to direct deposit, into the bank of their choice, their net payroll check amount. In such cases, only the check stub would be forwarded to the employee. More information about this option will follow shortly through a questionnaire. If this option receives a positive response from employees, it may be offered as early as October of 1985.



Payroll Department Employees — Front row (from left): Yemi Nishimura and Sheila Nedelcoff. Second row from the left: Cathy Hudson, Steve Crawford, Julie Wang, Andrew Geor, and Wilbert Koskela. Back row from the left: Patricia Padilla, Ken Irwin, and Nick Stasinovs.

COMMENDATIONS



RTD Retirees Honored — Front row from left: Operator-Extra Instructor of Vehicle Operations Nathaniel M. Jones, Operator John E. Wandler, Utility A Gino Ciatii, and Mechanic C Walter J. Cormier. Back row from left: Director Marvin Holen, General Manager John A Dyer, and Assistant General Manager for Operations Robert Korach.



April Employees of the Month — Front row from the left: Operator-of-the-Month Narcizo Perez, Information Operator David Andrade, and Mechanic Roy Guzman. Back row from left: Director Leonard Panish, Division 2 Manager Don Karlson, Maintenance Manager Dave Burns, and Customer Relations Manager Robert Williams.



Schedule Manager Robert Holland and Schedule Clerk Alice Smelser decided to tie the knot. Married June 8, the couple was given a pre-nuptial party by friends and staff of the Schedule Department.



Alhambra City Council members were honored with certificates by RTD Director Charles Storing for their cooperation and support of the Alhambra Shop-by-Bus Program. Funded by Prop A local return funds, this program enables Alhambra to purchase RTD tokens and give them to local merchants who in turn give them to their customers who request them with a minimum purchase of \$10. By March 1985, Alhambra had purchased 58,500 tokens from the RTD resulting in a total revenue yield of \$29,250. From left to right: Councilman J. Parker Williams, Councilwoman Mary Louise Bunker, RTD Director Charles Storing, Mayor Talmadge V. Burke, Councilman Michael Blanco, and Councilman Michael Messina.

Mechanic Saves Friend From Fire Accident

Mechanic Fred Vincelet of Maintenance Division 12 calls Mechanic Richard Milroy "the best friend I ever had." On the morning of March 20, Fred Vincelet was priming a carburetor on a District unit. As Vincelet poured the gasoline, the carburetor backfired, igniting the gas can he was holding and setting him on fire. Vincelet recalled, "I thought it would never go out; it seemed like a long time. I could see myself burning."

The quick reaction of Richard Milroy saved the life of his best

buddy. "My first priority was to put the fire out. Fred started to run so I grabbed him and threw him to the ground and began rolling over him," said Milroy. Vincelet said that he was conscious through the ordeal and heard Milroy yell as the flames spread at least a foot overhead.

Hospitalized in the Torrance Memorial Burn Ward for ten days, Vincelet said that on arrival he phoned his wife to explain and all she heard was "fire and burn" and

immediately feared the worst. Vincelet said, "She thought I was a crispy critter, but was relieved once she finally saw me."

Milroy was also burned in the accident. He was off four days with burns on his body and both hands.

Vincelet and his wife were not the only two individuals thankful of the life-saving actions of Milroy. Vincelet's mother and father visited Milroy and personally expressed their deepest gratitude and appreciation. After the visit, Milroy's wife commented that she felt as if she's known Vincelet's parents for years and it had been only their first meeting. Recovering quickly, Vincelet is now back to work at South Park.

Milroy describes his friend as "Crazy Fred" and shared, "When he does something, it's all the way or nothing. I'm just glad I was there. I'd do anything for him and vice-versa. We're more like brothers, real close." Vincelet and Milroy have been co-workers and friends for 15 years.



Mechanic Fred Vincelet's (left) best friend is Richard Milroy. Milroy recently saved Vincelet from a fire accident.



Albert Sampson was selected the June Maintenance Employee of the Month from South Park Shops. A Mechanic A - Machine Shop Leadman, Sampson has been at South Park since June 12, 1956.

Three Women Mechanics Show They Can

It isn't easy for anyone to make it to the top in today's job climate. It is even more difficult if you're a woman, especially a woman choosing a non-traditional job.

The District's three female mechanic A's know this truth all too well. Among the 764 mechanic A's at the District, only Ida Houston, Jerri Culton, and Essie Washington have, thus far, reached the top.

Ida is a brake specialist at Division 5. At South Park, Jerri builds thermostats and oil pressure valves and Essie builds air-conditioning compressors.



Division 5 Mechanic A Ida Houston easily slips the wheels off and on with no trouble.

Ida started out in 1975 as a bus operator. "I was the only female taking the test for bus operator. When it was over, the proctor called the names of the people who didn't pass. I was waiting to hear my name. When he finished, I realized that he hadn't called my name. I laid my head on the table and began to cry. It felt so good to know that I was accepted," said Ida.

Ida drove a bus for one-and-a-half years, then transferred to a utility. "When I became a utility I knew there was no way to move up in that area. I have always been mechanically inclined, so if the RTD was willing to give me the skills and training, why not?" said Ida.

Both Essie and Jerri were hired together in 1978 as service attendants for Division 2.

When these three women started the mechanic training in 1981, their challenge went beyond

just proving they could learn and perform. "I remember during the training courses, we were not given much importance at first. I think they felt we wouldn't make it. It was a lonely place for a woman," said Ida.

"Trying to make it was tough; they did everything to discourage you; I prayed a lot and worked very hard," said Jerri. Essie added, "Many guys felt that mechanic



Essie Washington, Mechanic A, from South Park.

work was not for a woman. You had to show them that you were capable and could take your share of the work and responsibility. I remember when we were training, the guys would tell you what to do, and sit back and watch you do the work. It was like saying 'Show us what you can do.'"

It was not only with the men that the women mechanics found resistance. "It was hard to get support from other women; we have encountered a great amount of envy," Jerri said. "Women should support other women 100 percent, because it is those who make it that open doors for women that follow," she said.

All three mechanics agreed that in the beginning the work was difficult. They remembered the days when they came home with cuts and bruises. But day by day, as they became more proficient, it got easier and even the resistance began to wear away.

"I can remember our first towing job together," said Essie. "There was no one else around, so our supervisor had to send us. Jerri and I really did great! We came back sweating and stuff. All the guys were waiting for us at the entrance of the division. They were very excited and cheered for us as 'we came in!'"

Mechanic is just one of the many roles these women play. "At work I was daddy for my daughter, at home she complained she wanted to have a cookie mama. I feel like I'm like Dr. Jekyll and Mr. Hyde. I can be around here with this white uniform full of grease, but I can also smell pretty, look nice and be feminine. We women have to come home and do work there," said Ida.

The District's three female mechanics gave the following suggestions for women who want to break into non-traditional jobs:

Ida — "If you like it, go for it, regardless of how non-traditional it might be. Have confidence, if you feel you deserve a promotion, speak up. Don't play the timid female. Have a lot of respect for yourself. Work in a non-traditional job, but still be a woman."

Essie — "Come to work everyday, do your job, and be the best at it. Show your determination and willingness to learn, and the District will recognize and reward your efforts."

Jerri — "No matter what, some men believe that this is not the place for a woman. In this field only the strong survive; therefore, you have to be stronger than them."



Jerri Culton, Mechanic A, from South Park.



RTD Goes To The Movies

Recently, this reviewer saw preview footage from the major studios' upcoming releases, so this column will be a "Coming Attractions." Please note that I have not seen any of these films in their entirety, but approximately ten to fifteen minutes worth of footage from each, enough to give an idea of what the movie is. Okay, Sid. Roll 'em.

Future Kill — From the people who brought you *The Texas Chainsaw Massacre*. If you liked that, you should love this. Mayhem, death, and destruction amid scantily clad girls and small plot.

The Black Cauldron — Disney animation in the old-fashioned, classic style. Five years in the making, the story is based on the books by Lloyd Alexander. The animation is wonderful, a delight to the eyes after the limited style that moves across the television on Saturday mornings.

REPRESENTS BEWARE: The Disney representatives stated that this is not a film to let your children see by themselves, as there are portions which can be quite frightening.

Remember "Night on Bald Mountain" in *Fantasia*?

Return to Oz — The other Disney offering, this is not technically a sequel to the classic film *Wizard of Oz*, but based on the books which L. Frank Baum wrote chronicling the further adventures of Dorothy and her friends. It promises to be a delight for the eyes, with the costumes and sets based upon the drawings that illustrate the books. A film for the entire family.

Weird Science — Teenage sex comedy. The advertising line is "They went from zeroes to heroes in one weekend." Riiiiight. Two computer whizzes somehow conjure up a buxom female, who will teach them to be party animals. It looks to be filled with the usual jokes that populate this type of film.

My Science Project — Same basic premise as *Weird Science*, (two computer whizzes somehow conjure up something not of this world), this one deals with what happens when you do this, rather than running through jokes of questionable taste.

—Carolyn Kinkead

Sic Transit . . .





District Softball Teams Gear Up For Playoffs



Blue Jays—Front row from the left: Printicen Smith, Charleston Grantham, Ted Long, Jerry Jenkins, and Charles Ray. Back row from the left: Elton Ford, Ernest Cunningham, Alfred Broom, Sam Johnson, Bruce Hearn, and Jesse Harpe.



The Royals—Front row from the left: Albert Judson, Lance Jones, Erna Thibodeaux, Charles Malone, Cliddie Harris, Lee Hart, and Jim Plunkett. Back row from the left: Gregory Oliver, Eddie Brown, Donald Hobbson, Ron West, Cedric Booker, Chris Carter and Gerald Wheeler. Not pictured is Rickey Wedlow.



Bus Boyz—Front row from the left: David Martinez, Crescencio Rodriguez, and J.R. Holguin. Back row from the left: Tracy Powell, Hugh Cooper, Michael Canales, Manuel Guzman, Martin Cadres, Tony Malone, and Porfirio Gomez.



The Sharks—Front row from the left: T.P. Hill, Harold Kennybrew, A. Cruz, Ben Eldridge, Carl Hebrard and Dwight Smith. Back row from the left: Tony Braxton, Norman Mayes, Reggie Thomas, Bob McCain, Reggie Smith, J.R. Brooks, Jeff McCain, and Art Reeder.



Renegades—Front row from the left: Earnest Kirkwood, Fred Baylor, Harold Hollis, Harris Douglas, Nate Weatherbee, and Rony Harris. Back row from the left: Earnest Lewis, Thomas Isaac, T.C. Williams, Ronald Eadie, Cornell Rycraw, Anthony Washington, Marshall Wingate, and Reese Randolph. Not pictured is Glenn Newton.



Club 94 - From the left: Louie Perez, Richard Dorami, Martin Martinez, Fidel Hernandez, and Bill Kovach.



Our Gang — Front row, from the left: Earl Cobb, Richard Alvarado, Fernie Rivera, Rick Saenz, Ernie Tafoya, Manuel Cabada, and Art Marquez. Back row from the left: Rene Carrera, Mando Jimenez, Jose Gonzalez, David Bautista, Mike Tarango, Ernie Limon, Willy Rosales, and Chris Rodriguez.



The Boyz—Front row (left to right): Robert Gullart, Robert Arenas, Ted Sanders, Carlos Hernandez, Anthony Cordero, Ruben Ramirez, and Jim Roberts. Back row (left to right): Ralph Reyes, Raul Villegas, Javier Antimo, O. De Los Santos, Ralph Hernandez, Richard Salido, and Arthur P. Jurado. Not Pictured are: Bernard P. Cota, Hector Hernandez, Felix Garza, Carlos Guevara, Preston Banks, and Richard Flores.

The Golden Age Of Rail's Orient-Express Rides Again

Few of us, whether rail fans or not, would find it hard to dismiss the allure of the Orient-Express. Whatever one's bent, just the name conjures up images of glamour, drama, elegance, intrigue, or romance.

It's odd how this singular collection of steel and tracks has fascinated millions of people for over a hundred years. Used as the setting for one of Agatha Christie's novels, and as the backdrop for many a Hollywood film has only served to further enhance this age-old enchantment.

Service on the Orient-Express began in 1883, years after the American, George Pullman, developed his sleeping car. With the opening of the Simplon Tunnel in 1902 between Switzerland and Italy, the Simplon Orient-Express service started its Paris-Milan-Venice run. One could begin the line in London, boarding at Victoria Station, embark on the sea-link steamer at Dover or Folkstone to cross the English Channel, board the train again in Calais or Boulogne, France, and continue on to Paris, Dijon, Lausanne, Milan, Verona, Venice, Belgrade, Sofia, Athens, to the end of the line — Istanbul.

Beyond the novelty of service through some of the most beautiful European countryside as well as exotic areas of the Near East was the opulent interiors of its sleepers and restaurant cars. These were the most sumptuously plush cars in history. Traditionally, the Orient-Express decorated its interior in chocolate and cream-colored furnishings, polished wood paneling of rosewood, ash, and mahogany with delicate inlaid woodwork, miniature Stiffel-like table lamps, and gold fixtures. This was train travel "dressed to the nines."

The popularity of the service peaked in the 1920's and 1930's. Hallmarked by its superb service, elaborate meals, and glamorous



Orient Express Restaurant Car 4110, built in 1927. (Photo courtesy of Venice Simplon Orient-Express)

companions, a typical Orient-Express luncheon menu would offer such delicacies as:

Scallops in puff pastry with avocado butter
Piccata of tender veal with a julienne of bitter orange rinds
Fresh vegetable ravioli
Light spinach flan
Dark chocolate mousse served with Curacao creme
Columbian coffee

And, of course, each passenger was presented with an impressive wine list from which to choose. All entrees and beverages were, naturally, printed in French.

There was plenty of time for each passenger to savor and digest his or her meal as the travel time from London to Paris was six-and-one-half hours.

But the posh elegance was not to last. The Depression limited the number of travelers. By World War II, many of the Pullman cars were requisitioned as troop trains and this put an end to civilian travel. During the war, many of the cars were destroyed by the air raids and Allied bombings. After the war, in 1946, the Orient-



Orient Express Sleeping Car 3544, built in 1929. (Photo courtesy of Venice Simplon Orient-Express)

Express resumed service on its Paris to Venice run.

For one more generation, it seemed, the Orient-Express was to live. The rising popularity of air travel began to cut into the train's revenue. Unable to compete with the airlines after years of struggle, the Orient-Express discontinued its service in 1977, and with it went the golden era of rail. An era in which this train had transported the czar, the crown heads of Europe, presidents, statesmen, celebrities, the wealthy, the effete

and urbane, and spies and rogues.

Of those who watched it passing, one found it intolerable. An entrepreneur by the name of James Sherwood bought two of the Orient-Express sleepers of the 1920's at an auction sale sponsored by Sotheby's in Monte Carlo. Eventually, thirty-five first-class carriages, Pullmans, sleepers, and restaurant cars were purchased and restored. In 1982, the Orient-Express made a comeback with a run from Victoria Station, London, en route for Paris and Venice. Today it runs a regularly scheduled service to these cities from April to November.

The fare from London to Venice? Well, my dear, if you must ask, you probably can't afford it — \$920 for a single or \$770 for a double.



Courtesy of Venice Simplon Orient-Express

Plan Ahead For Vacations And Avoid Mishaps

The first and most important step toward an accident-free vacation is to plan ahead — anticipate the problems before they get there! Make a checklist of what you need to do and what you will take with you. Be sure to include a first aid kit, since minor accidents can become serious on vacations when no doctor is nearby.

Safety rules for the highway should be followed with special care. Vacation trips aren't like ordinary car rides: the whole family is cooped up together; the trip may be long, and the car may be towing a trailer making maneuvering awkward. Make sure everyone has their seat belt fastened, and that children stay in place away from the driver. Bring along toys and games for the kids, to keep them occupied.

When traveling in heavily wooded regions, keep in mind the "magnetic" attraction between automobiles and deer. The National Safety Council has put the number of deer killed by cars at more than 120,000 a year. That's about 330 a day.

Camping

Families with campers or trailers

have an added safety problem. These vehicles should be checked out thoroughly before the vacation begins; the owner's manual gives directions. Guard against carrying too great a load for the trailer tires. The only solution is to lighten the load; over-inflation of the tires to compensate will increase tire wear and heighten the possibility of a blowout.

Owners of campers are in for special problems, too, after they get into a camping site. For one thing, getting a source of power for cooking isn't as simple as when you're home.

One possible hazard is the liquid-propane gas used to fire most camper appliances. A leak may occur along the supply line from the tank to the appliance, even if the camper is new. To find a leak before it causes an accident, brush thick soapsuds on the gas line system at the beginning of the season and several times thereafter.

Of course you don't need to own a camper to go camping; lots of people bring along sleeping bags and a tent for weekend outings or longer vacations. If you do this, make sure that your tent is fire-

proof. Unless the manufacturer specifically says it's fireproof, it probably isn't.

Once you decide on a tent and sleeping bags or a camper, the next question is *where do you camp?* About 50 million Americans each year opt for established campgrounds such as trailer parks and national or state parks or forests. Another three million strike out for the backwoods and unexplored territory, where they enjoy more privacy but risk the dangers of less familiar surroundings.

While established campgrounds promise a maximum degree of safety, even then there are certain risks. Fire is one of the greatest. Although the rules about fire are not difficult, a surprisingly large number of people do not follow them. When building a wood fire, clear away leaves, pine needles, and anything that might catch fire. Avoid building the fire near a log or low tree branches and place it downwind from the campsite so you won't be breathing smoke while the food is cooking.

Throw away any food you suspect is tainted. Food poisoning is a common hazard of outdoor cooking.

Wild animals that roam the woods can cause trouble, and it's a good idea to teach children that Smokey the Bear and his relatives are not as friendly as the cartoons would have us think.

Another outdoor danger is poisonous plants — poison ivy, sumac, and oak. Here, the rule is to count the leaves on the plants and remember, "leaflets, three, let it be." If someone does get exposed to a poisonous plant, wash the exposed area with strong soap and water, then with rubbing alcohol.

Living outdoors poses another problem for campers — severe thunderstorms can ruin more than a good night's sleep. Be alert for changes in the sky signaling bad weather approaching, and turn on your car or portable radio for local weather warnings. If you do get caught in a storm, never seek shelter under a lone tree or one so tall that it stands out from the others in the forest. If your tent is pitched among many average-sized trees, you actually have little to fear from the lightning or thunderstorms.

By planning ahead and following safety rules, your vacation can be the real holiday you want it to be.

COMMENDATIONS AND SCHEDULE CHANGES

COMMENDATIONS

Division 1
Gorman, Laurence
Hersberger, Roy
Keen, Dan

Division 2
Davis, Wayne
Keeles, Rickey
McGee, James
Moore, Marvis
Tuason, Jacob F.
Walsh, Harriet
Zavala, Jose

Division 3
Saenz, Jaime J.

Division 5
Bates, Bobby
Charles, Raymond A.
Coleman, Juanita L.
Crawford, Joseph
Davis, Evelyn
Francois, Stanley
Powers, Phillip P.
Wall, Jeff

Division 6
Benitez, Gabriel
Thomas, Melvin L.

Division 7
Byrd, Larry
Curry, Gavin L.
Greenwood, Verne R.
Higbee, Robert
Robinson, Kenya
Williams, Charles
Williams, Stephanie

Division 9
Henderson, Estela
Spencer, Herbert
Urmanski, Russell

Division 10
Chudyk, Daniel
Goshay, Thomas

Division 12
Wooden, David

Division 15
Aleshire, Dale
Hall, Bobby L.

Division 16
Jones, Cora
Morgan, Robert H.

Division 18
Everett, Debbie
Montgomery, Carolyn

Division 18
Lane, Lois
Williams, Freddie

Angel, Bruno R., from Property Maintainer A to Plumber.

Arnold, Lloyd E., from Mechanic C to Mechanic B.

Bihl, John W., from Storekeeper to ASRS Coordinator.

Bisano, Cedric, from Mechanic B to Mechanic A.

Bowlin, Keith G., from Security Guard I to Acting Security Guard II.

Chan, Alfredo, from Mechanic B to Mechanic A.

Chandler, Mark E., from Information Clerk to Temporary Cash Clerk.

Collison, Frank M., from Mechanic B to Mechanic A.

Cosner, Laurence G., from Transit Operations Supervisor to Acting Radio Dispatch Supervisor.

Crilley, Mary Lou, from Secretary to Acting Senior Secretary.

Davidson, Jackie S., from Information Clerk to ASRS Coordinator.

Didier, James A., from Mechanic C to Mechanic B.

Duque, Miguel E., from Mechanic B to Mechanic A.

Ellis, Julie L., from General Clerk to Acting Buyer Assistant.

Espinosa, Albert, from Equipment Records Specialist to Schedule Maker I.

Feria, Renato A., from Accountant to Senior Accountant.

Flores, Carlos M., from Mechanic C to Mechanic B.

Flourney, Clayton, from Transit Operations Supervisor to Acting Radio Dispatch Supervisor.

Gaddy, James H., from Truck Driver Clerk to Relief Stock Clerk.

Glasgow, Willard M., from Utility A to Truck Driver Clerk.

Gutierrez, Galdino, from Stock Clerk to Storekeeper.

Hall, Barrington H., from Mechanic C to Mechanic B.

Hamilton, Patrick F., from Shipping Clerk to Storekeeper.

Hammond, Marvin C., from Mechanic C to Mechanic B.

Hayes, Lewis T., from Power Sweeper Operator to Property Maintainer C.

Hogan III, Welkey R., from Acting Stores Supervisor to Stores Supervisor.

Ivy, David C., from Mechanic C to Mechanic B.

Janowick, Leo M., from Storekeeper to ASRS Coordinator.

Janmohamed, Abdul M., from Mechanic C to Mechanic B.

Jones, Andreas M., from Mechanic B to Mechanic A.

Kalsi, Avinash S., from Data Processing Operator I to Data Processing Operator II.

Landers, Robert K., from Electronic Communications Technician to Acting Electronic Maintenance Supervisor I.

Laun, George F., from Operator/Extra Operations Supervisor to Transit Operations Supervisor.

Lyle, Jon D., from Stock Clerk to Storekeeper.

Mastian, Shahin A., from Programmer Analyst to Senior Programmer Analyst.

McConnell, Earl L., from Mechanic B to Mechanic A.

McGee, Emmitt, from Mechanic B to Mechanic A.

Metoyer, Paul R., from Stock Clerk to Relief Stock Clerk.

Miller, Daniel G., from Supervising Planner to Operations Staff Superintendent.

Moreno, Emigdio E., from Mechanic B to Mechanic A.

Nakatani, Katsuya, from Mechanic C to Mechanic B.

Nerio, George D., from Mechanic B to Mechanic A.

Noriega, Angel M., from Mechanic B to Mechanic A.

Palmer, J., from Typist Clerk to Temporary Stops and Zones Clerk.

Phung, Phung K., from Stock Clerk to Electrician's Helper.

Regalado, James, from General Clerk Marketing to General and Ticket Clerk.

Roberts, Linda J., from Equipment Records Specialist to ASRS Coordinator.

Sarmiento, Carmelita A., from Clerk to Temporary General Clerk.

Scott, Frank M., from Mechanic B to Mechanic A.

Strong, Billie R., from Utility A to Power Sweeper Operator.

Tamashiro, Norman M., from Mechanic B to Mechanic A.

Tate, Kevin M., from Information Clerk to Passenger Service Representative.

Thill, James E., from Transit Operations Supervisor to Acting Assistant Vehicle Operations Manager.

Touchstone, Calvin, from Stock Shop Clerk to ASRS Coordinator.

Wiley, Deserie A., from Word Processor Operator I to General Clerk II.



IN MEMORIAM

Sympathy is expressed to the families and friends of employees or retirees who passed away.

Barton, Kerby, began with the District February 25, 1943, retired as an Operator, passed away April 20, 1985.

Blue, Homer, began with the District August 23, 1954, retired as a Carman, passed away February 21, 1985.

Burgos, Salvador, began with the District May 14, 1934, retired as a Mechanic, passed away February 2, 1985.

Burkhart, Francis, began with the District April 9, 1959, retired as an Operator, passed away February 4, 1985.

Campbell, John, began with the District July 8, 1942, retired as an Operator, passed away April 6, 1985.

Derifield, Russel, began with the District September 15, 1941, retired as a Schedule Checker, passed away March 31, 1985.

Dunn, Ural, began with the District July 31, 1928, retired as an Operator, passed away January 24, 1985.

Flowers, Robert, began with the District May 21, 1953, retired as an Operator, passed away December 30, 1984.

Holt, William, began with the District May 25, 1938, retired as a Mechanic, passed away December 26, 1984.

Huemerich, Theodore, began with the District July 11, 1938, retired as an Equipment Foreman, passed away April 13, 1985.

Jennings, Elmer, began with the District July 19, 1945, retired as an Operator, passed away February 17, 1985.

Johnson, Thomas, began with the District June 16, 1945, retired as a Mechanic, passed away February 8, 1985.

Lewis, Cullen, began with the District March 23, 1923, retired as an Operator, passed away February 18, 1985.

McGraw, Jesse, began with the District May 2, 1946, retired as an Operator, passed away February 10, 1985.

McMullen, Fred, began with the District November 24, 1933, retired as an Operator, passed away October 9, 1984.

Parsley, Bernard, began with the District August 6, 1957, retired as an Operator, passed away March 3, 1985.

Reid, Wilbur F., began with the District August 28, 1945, retired as an Operator, passed away February 4, 1985.

Rose, J.E., began with the District April 26, 1940, retired as a Mechanic, passed away January 11, 1985.

Scoville, Marshall, began with the District January 1, 1936, retired as an Operator, passed away November 18, 1984.

Seddio, Frank, began with the District February 9, 1959, retired as a Traffic Loader, passed away April 14, 1985.

Serrao, John, began with the District October 25, 1969, retired as an Operator, passed away February 15, 1985.

Shields, Sam, began with the District December 6, 1945, retired as a Utility A, passed away October 6, 1984.

Smith, Alex, began with the District October 29, 1957, retired as a Utility A, passed away April 6, 1985.

Starkey, Floyd, began with the District February 19, 1946, retired as an Operator, passed away December 19, 1984.

Stedman, Robert, began with the District June 15, 1934, retired as an Operator, passed away January 11, 1985.

Varela, David, began with the District March 14, 1944, retired as an Operator, passed away on December 3, 1984.

Welch, Betty, began with the District July 2, 1928, retired as a Utility B, passed away on April 15, 1985.

Yost, Robert, began with the District November 12, 1974 as a Mechanic, passed away April 2, 1985.



SHIFTING GEARS

Anderson, Francis, an Operator since December 8, 1958, retired May 13, 1985.

Ary, Pervies, a Traffic Loader since February 10, 1968, retired April 10, 1985.

Baker, Richard, an Operator since August 30, 1969, retired April 12, 1985.

Copenhaver, Grant, an Operator since October 23, 1958, retired May 16, 1985.

Cormier, Walter, a Mechanic B since May 17, 1971, retired May 17, 1985.

Dellibovi, Ronald, an Operator since August 31, 1959, retired May 28, 1985.

Resendez, Liobano, a Utility "A" Leader since January 25, 1962, retired April 26, 1985.

Turpin, William, a Traffic Loader since December 21, 1959, retired May 3, 1985.

Villagran, Manuel, an Operator since July 9, 1947, retired April 29, 1985.

Webb, Clarence, an Operator since December 8, 1958, retired May 13, 1985.



HEADWAY



—Oldest Rookie

COMING ATTRACTIONS

JULY RECREATION EVENTS

2	Dodgers vs Cincinnati	\$4.00
6	Aretha Franklin - Greek	16.50
9	Glenn Fry - Universal	16.50
11/12	Kool and the Gang - Greek	16.50
12-14	Las Vegas, Golden Nugget	70.00 dble occ.
13	Los Lobos - Greek	14.00
19	Dodgers vs St. Louis	4.00
19	Roberta Flack - Beverly	17.00
19	My One and Only - Music Center	35.00
20	Adam Ant - Greek	14.00
21	Pointer Sisters - Universal	16.50
23	Dodgers vs Pittsburgh	4.00
26	Englebert Humperdinck - Universal	16.50
27	Dodgers vs Chicago	4.00
31	Dodgers vs San Francisco	4.00

Discounted prices shown

News

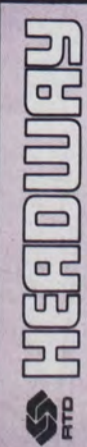
BID WHIST TOURNAMENT WINNERS

Finals of the RTD bid whist tournament were held Friday, May 17th. First place team received trips to Las Vegas on the July outing. The winners and runners-up are listed below.
 First Place - Robert Andrews and Arthur Ballard, Division 1
 Second Place - Jethro Hassen and Gerald Alexander, Division 3
 Third Place - Cecelia Haney, Personnel Department, and Ben Harvey, Schedule Department.

Southern California Rapid Transit District
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