

Mini Shake-Up Held at Division 10

The Mini-Master Shake-Up that began August 17 in the train room of Division 10 and continued through August 25 was for most of its participants a nostalgic remembrance of things past.

Precipitated by the closing of Division 2 and the redistribution of its 453 operators, this "exit shake-up," a relic of days gone by, brought 2,900 operators together from 10 divisions. In the past, each spring the system shake-up was the custom by which operators made their bids for jobs. The tradition dates back to the days of the Los Angeles Transit Lines. In an order determined by how long they have worked on the property, operators are allowed to select which division they want to work out of, what line they want to work on, which days they want to take their vacations on, and when they want to use their float-ing holidays.

The action in the train room can best be described as a cross between stock market trading and racetrack betting done in the atmosphere of a high school reunion. The brisk bidding becomes a social situation

because it allows many operators who were in training years earlier to come together, reminisce, and get caught up on each other's lives.

Approximately 65 operators bid each hour. The operator's name was called in numerical order from a master seniority roster by Transit Operations Supervisor James Woodson, who presided over the event. The operator would acknowledge that he or she was present and then went to the division table of choice to complete their bid. The division managers and assistants, seated at the tables, signalled the head table when the operator's bid had been approved and recorded.

Most senior operators generally have a clean slate to work with so much of their time can be spent socializing with old friends.

The highest seniority operator at this shake-up was Wiley S. Bryant from Division 9. On September 25, Bryant celebrated his fortieth anniversary with the District. Bryant began his service with the Pacific Electric Co. in 1945. Operators cleared a path for Bryant as he proceeded to his division



It's a whirl of business and pleasure at the shake-up.

table. Without a hitch, Bryant got his bid for line 274, Tripper 493. "This is a good line," said Bryant. "It gives me 30 minutes turnaround at the end of my line and I know most of the people on my line by name. We're like one big, happy family."

Operators were in a talkative mood, willing to chat easily after bids were made. Horace Strother has driven for the District 27 years. Twenty-five of those years have been spent at Division 2. Just out of the Air
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HEADWAY



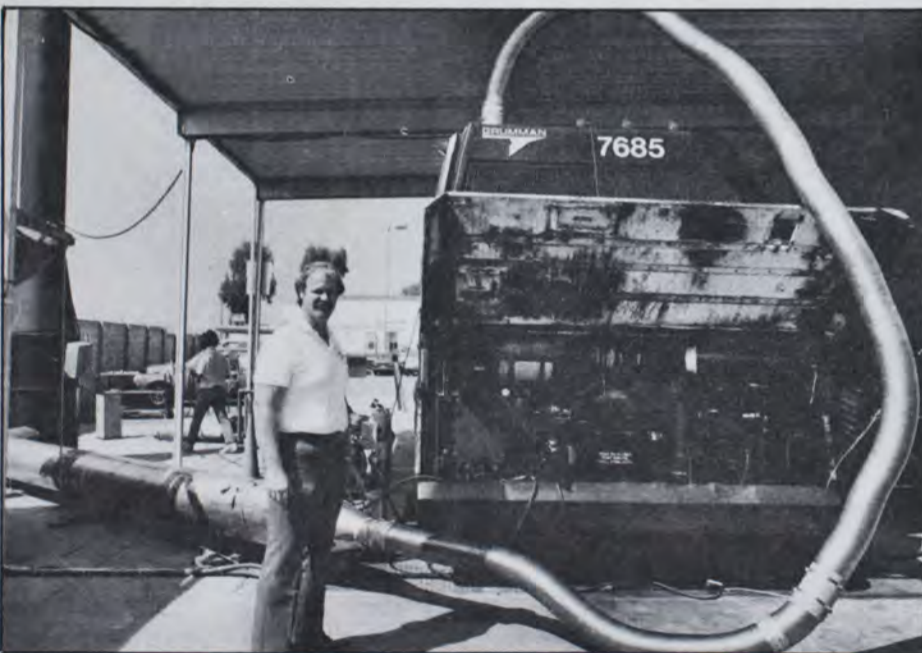
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Methods Tested Hold Promise for Cleaner Air



Project Manager Vince Pellegrin observes at the California Air Resources Board, as this Grumman, equipped with a catalytic-trap oxidizer, is hooked up to a tube-dilution tunnel to capture all its exhaust gas for testing of emissions levels.

The RTD is leading the way toward cleaner air in Los Angeles. As pollution disappears from Los Angeles, the methods tested and developed by the RTD this year may serve to reduce smog in the major metropolitan centers around the world.

Every year the District receives citizen complaints about the thick, black streams of sooty exhaust emitted by buses in service. The complaints have been coming in on those cards and letters for as long as diesel buses have been on the streets.

In response to the problem, the District has launched a two-pronged

experimental approach to clear the air of emission pollution and meet the Environmental Protection Agency standards for new diesel buses in the next decade.

Since March 1984, the California Air Resources Board and the District have been involved in a demonstration project regarding the feasibility of a Catalytic-Trap Oxidizer. The device is meant to reduce visible exhaust smoke from diesel engines by trapping the particulates produced by the engines.

The particulate trap works much
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District FY 1986 Funding Forecasts "More With Less"

"The impact of the Reagan Administration's drive to reduce the federal deficit by forcing still greater cuts than called for in the budget resolution passed by Congress, and how it trickles down on the District, may not be conclusive until mid-November," said Assistant General Manager - Management John W. Richeson.

"Clearly, the president is looking for more cuts than Congress has provided for in their budget resolution," said Richeson. "If the president vetoes appropriations based on the current budget resolution, the next step will be for Congress to pass a continuing resolution. However, the president has indicated he's not afraid to veto a continuing resolution which would, in effect, shut down the government," Richeson added.

Every governmental department, such as the Department of Transportation, has its own appropriations bill. Appropriations bills grant each department their operating funds for the coming fiscal year. Each bill is subject to approval by both houses of Congress and the president.

Congress, at this point, may continue passing continuing resolutions until all appropriations bills are passed. It is difficult to predict when any decision will be made final.

Since 1982 federal funding per year received by the District has amounted to \$47.5 million or 10 percent of the District's budget. During the past three years the District has

been able to operate a demand-based transit system. That is, the District has been able to supply the demands of an ever-increasing ridership produced by a 50-cent fare that was propped up by Proposition A funding.

Because 15 to 20 percent of federal funds are being cut from the federal budget and thus far this has indicated a 10 percent reduction in transit funding, the District has to account for the \$6 to 10 million it expects to be withheld from its funding in Fiscal Year 1986.

The implications of this funding shortfall are described in General Manager John A. Dyer's 1986 budget message. In effect, it means that starting in Fiscal Year 1986, the District must revert back to a supply-based transit system. This translates into a system where the service level is fixed, fares are raised, and the RTD budget is constrained by limited revenues.

In real numbers, the approved Fiscal Year 1986 budget provided for a service level of 7,000,000 revenue hours, fares at 85 cents, a reduction of 210 buses from the active fleet, and an operating budget of \$484,791,000. Although the appearance of the sum is impressive, most government agencies regularly budget 2 to 5 percent as an operating reserve account. The reality is that for the District in Fiscal Year 1986 there is none available.

With a reduced service level, the District had to seek a staffing level fixed at 8,453, which resulted in a
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COMTO Meeting Hosted by LA Chapter

The Los Angeles Chapter of the Conference of Minority Transportation Officials was host to the COMTO 1985 Annual Meeting held October 3-5 at the Biltmore Hotel.

Los Angeles Chapter President/RTD Contract Administrator Duane Johnson said the organizational planning for the annual meeting began last March with the annual meeting office in Washington D.C. The COMTO Annual Meeting is traditionally held before the APTA Annual Meeting.

This year the meeting included a Minority Business Enterprise (MBE) Exposition which was totally coordinated by the Los Angeles Chapter. The Expo provided the opportunity for minority exhibitors to display their products to transit and city government officials, and to gain more exposure to the mainstream of the transportation industry.

The Plenary Session on October 4 was opened by a welcoming address from several key transit officials, including RTD Board members Carmen Estrada and Nate Holden. The luncheon speaker was 1984 Democratic presidential candidate, the Reverend Jesse Jackson. Congressman

Mickey Leland of Texas, chairman of the Congressional Black Caucus spoke Saturday, October 5 at the Annual Dinner.

Topics for concurrent panels offered to the attendees included "Historically Black Colleges and Universities (HBCUs) — Institutionalizing Transportation as a Discipline," "The Art of Making Yourself — Resume Development with COMTO Job Bank," and "Sexual Harassment — The Other Point of View."

Workshops on Saturday included a transportation session held at Division 10 and "Emerging Opportunities in Transportation Technology Development." The highlight of Saturday's agenda was a breakfast meeting featuring "TOPS in Transit Who Are Only a Mode Apart."

A special souvenir journal was printed for attendees that included not only the meeting program and greetings from officials, but also advertising by vendors.

The Los Angeles Chapter offered many social activities for the participants, including a "Welcome to L.A. Reception" and a golf tournament. The meeting, attended by over

300 COMTO members, concluded with a dinner on the evening of October 5.

The purpose of COMTO, which was formed in 1971, is to promote better conditions for all minority groups thereby achieving meaningful representation in connection with the operation of public transportation facilities.

COMTO Los Angeles Chapter President Duane Johnson sees the organization as a means to ensure that all minorities have access to upward mobility within the transportation industry, which includes minority business enterprises advancement.

"To date, we are fulfilling our purpose through measures such as our Job Bank," said Johnson. Funded by an UMTA grant, the Job Bank is a computerized resume system that matches resumes of those participating with transit job opportunities around the country.

The local COMTO chapter has also established an Educational and Scholarship Fund to encourage young people to enter the field of transportation after graduation. COMTO also

sponsors social functions not only to raise funds but to encourage interaction among members to further the exchange of ideas.

Johnson has been the chapter president since April 1984. The other local officers are Velma Marshall, vice president; Sharar Sivad-el, secretary; and James Jackson, treasurer.

COMTO is an organization that represents all modes of transportation; this includes sea, land, and air. "We will reach out to Caltrans, the airport, and harbor employees to encourage them to join COMTO. At this point, our largest contingent is at the RTD," said Johnson. While the local chapter has a stable membership with 75 who have joined, Johnson is eager to encourage all interested employees to become members. "We work for the advancement of minorities and minority businesses. COMTO is for all minorities." Johnson said that COMTO has been endorsed by many transit general managers and has encouraged their employees to join.

COMTO is now comprised of 15 local chapters nationwide.

Funding — "More With Less" Brotherhood Crusade at RTD Rated Huge Success

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reduction of the work force by 451 positions or 5.1 percent from Fiscal Year 1985 levels.

Richeson sees the funding situation as one that is continual and one that is not expected to greatly improve by 1987. "This is an era of scarce resources. But we are trying to achieve all the economies we can for the foreseeable future and at the same time seek alternative funding from such sources as the state and municipalities."

With regard to any further service reductions during Fiscal Year 1986 that would inevitably result in employee layoffs, Richeson said, "Any decision to adjust service levels or reduce employees will have to go to the Board for approval. The message here is that employees will be kept informed well in advance. There will be no surprises based on our current procedures for such notice."

During Fiscal Year 1985, a selective six-month hiring freeze was imposed at the District to minimize layoffs at the start of Fiscal Year 1986. This hiring freeze, in combination with the "Golden Handshake" program, was successful in achieving the District's Fiscal Year 1986 reduction in force — almost entirely through attrition. For all remaining and new

employees not affected by layoffs, wages and benefits cannot be expected to rise at the rates they have in years past.

In spite of the seemingly grim specter for the future, the District intends to forge ahead with its capital programs which include completion of construction of the Central Maintenance Facility; the procurement of 150 new buses, and a retrofit program for 30 more; moving Metro Rail into its construction phase; and staff development for light and heavy rail projects.

However, should the reduction of federal operating and capital assistance be more than 20 percent, it will not augur well for transportation in general or the District specifically. Both District operating and capital programs would potentially be impacted, some projects might have to be canceled. And, a portion of the District's basic services might have to be restructured. Alternate revenue sources or fare increases would also have to be considered to minimize adverse impact on patrons who depend on District services.

General Manager John A. Dyer's budget message sums up the District's situation succinctly: "We will have to do more with less, . . . to do less is to jeopardize the future."

Want To Quit?

Remember the smoking survey all employees received late last spring? Those divisions, where a number of employees indicated a desire to stop smoking, will receive smoking cessation classes beginning in late October. Divisions eligible for smoking cessation classes will be sent a schedule of class times. Watch for announcements, posters, and sign-up sheets in your division. For additional information call extension 6450.

Gordy Wins FM Sweeps

The winner of the July Facilities Maintenance Department's Monthly Performance Sweepstakes drawing was Randy Gordy, electronic communications technician at Division 15's Radio Shop. For being selected, Gordy received four Dodger tickets to the August 30 game. Gordy was one of over 60 people eligible for the month's drawing.



Telephone Information Operator Karen Pedini, center, shows the plaque given her by the Brotherhood Crusade for signing up the most people during its campaign at the RTD in May. She is surrounded by her supporters, Telephone Information Manager Elfriede Becker on the right and Benefits Technician Carol Mutchnik on the left.

Transportation Division 5 contributed the most dollars toward the Brotherhood Crusade in its recent campaign at the District beginning May 10 and concluding May 24. Transportation Division 9 had the most people contributing, and the 4th Floor employees in the Administration Building had the most money contributed by the most people.

The Brotherhood Crusade is a non-profit, tax-exempt funding institution dedicated to the health, social welfare, and educational needs of lower income and minority groups in Los Angeles.

The campaign, spearheaded by the former Assistant General Manager for Planning and Communications Jack Stubbs, was conducted in the same manner the United Way campaign is coordinated.

A total of \$77,708 was raised through the campaign with over 6,000 employees participating. Campaign Coordinator Richard Dimon said, "We did well for a first campaign at the Dis-

trict. Our goal was \$50,000 and we surpassed that handsomely."

Division 5 contributed the most to the campaign with a total of \$10,453, Division 9 had 580 employees respond with contributions, and the 4th Floor employees of the Administration Building contributed almost \$5,000 from over 500 employees.

One department coordinator, Karen Pedini, from the Telephone Information Department was singled out for praise by the Brotherhood Crusade for signing up over 50 percent of the employees in her department.

Telephone Information Manager Elfriede Becker said Pedini put her "whole heart" in the effort. "Our department being Number 1 proves how hard Karen worked," said Becker.

Pedini was honored with a set of plaques given by the Brotherhood Crusade and a party arranged by Benefits Technician Carol Mutchnik from the Personnel Department and Coordinator Dick Dimon. About her accomplishment, Pedini responded, "This was a very easy thing to sell."

July's Top Operators Named

The awards for the Operator Recognition Program for the month of July were announced in August. The presentations include the Manager's Award and the Sweepstakes Award. The program, begun in February, has as its purpose to recognize and reward the many bus operators who consistently perform in an outstanding manner.

The theme of the program is "In Pursuit of Excellence." Those operators excelling in their pursuit are listed below.

MANAGER'S AWARD

Division	Recipient
3201	James C. Haines
3202	Curtis J. Wyrick
3203	Luduvico M. Castro
3205	Louis H. Hobbs
3206	Jeffrey L. Foster
3207	Nathan Weathersbee
3208	Herman Koenekamp
3209	Frank E. Tibbo
3210	Martin A. Cadres
3212	Robert L. Phillips
3215	Carmine A. Zeccardi
3216	Walter Burns
3218	Beverly J. Keyes

SWEEPSTAKES AWARD

Division	Winner
3201	Terry L. Saunders
3202	Robert G. Briedron William E. Shade
3203	Howard E. Franklin
3205	James Jefferson Jimmie W. Gadson
3206	Charles W. Bower
3207	Larry J. Crane Peter Hall
3208	Cheryl C. Crockett
3209	John J. Flechas Earl J. Hennessy
3210	William R. Brinson
3212	Robert M. Maitino
3215	James C. Sherman
3216	Thomas E. Loper
3218	William J. Garey

Editor's Note: The headline for the June Operator Recognition Program appearing in the September issue was erroneously titled "July's Top Operators." It should have been titled "June's Top Operators." *Headway* apologizes to the operators for this confusion.

Change of Address Posted for UTU

Effective August 26, the operators' union, the United Transportation Union moved its headquarters to Pasadena. The new phone number is (818) 584-0721. Office hours remain the same, 9 a.m. to 5 p.m. The union's headquarters include the office of their trust fund as well as the Member Assistance Program. All correspondence should be sent to the new address below:

United Transportation Union
36 S. Kinneloa Avenue
Pasadena, CA 91107

District Tests For Cleaner Air Include Use Of Methanol Fuel

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Mechanic A's Frank Hamberstone (left) and Vic Yacabucci (right) from South Park's Engine Line take a quick five after installing the catalytic-trap oxidizer.

like a catalytic converter on gasoline-engine vehicles, capturing heated particulates from the engine exhaust and burning them before they escape into the atmosphere.

The device, made by the Johnson Matthey Corp., weighs 50 pounds and fits onto the engine in place of the exhaust manifold. Made of an alloy that is 65 percent platinum and 35 percent rhodium, the catalyst reacts with the exhaust particles and lowers the combustion temperature of particulate matter to burn it more completely. Fifty to 70 percent of the particulate matter in exhaust is caught by the trap.

Maintenance Instructor Vince Pellegrin, the project manager of the test, says the in-service field test of the first RTD bus began in early September. Since the spring of 1984, Pellegrin has been in communication with the Southwest Research Institute, the recipients of an RTD engine for baseline emission levels and catalyst testing. "So far the Institute's findings show a reduction in exhaust emissions," said Pellegrin. "But, the effects of accumulated mileage have yet to be recorded. We are essentially still in the research and development stage on this. However, we are the first transit property to have done this much work on it."

After the first 6,000 miles, the test bus will be sent back to the California Air Resources Board for evaluation.

Pellegrin said the goals of the project, besides an exhaust emission reduction level that meets EPA standards, are to discover the device's effect on engine power, fuel efficiency, and overall durability.

The device was installed on the test bus by South Park Mechanic A's Vic Yacabucci, Frank Hamberstone,

Sam Saucedo, and Ken Lewis. They removed the engine and made all the necessary modifications to it before installing the trap.

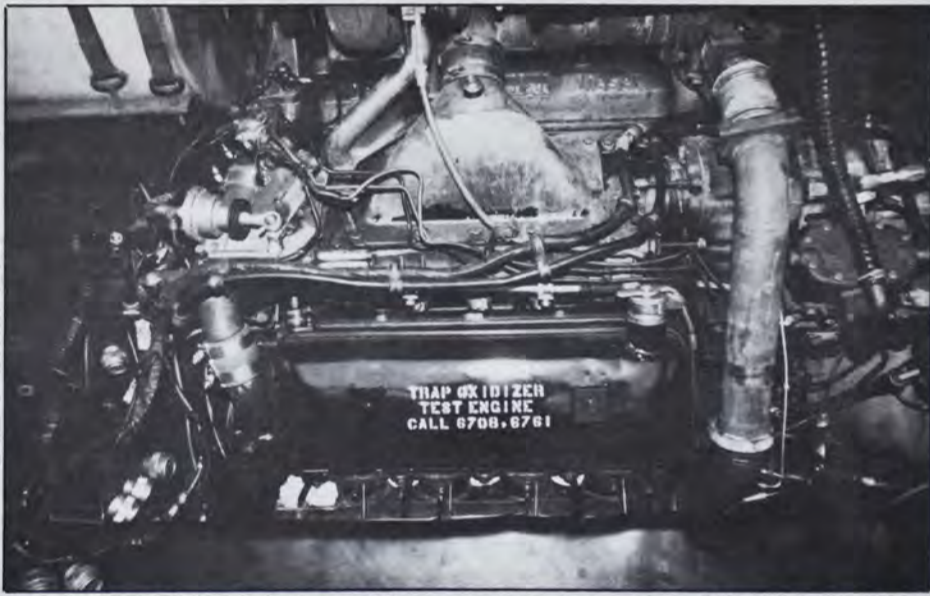
Methanol Fuel

The second approach to quell bus emissions by the District is the use of clean-burning methanol fuel. Fuel is the single-most critical factor as to whether or not an engine smokes. The District plans to order 30 methanol buses next year, and conduct the largest test of its kind over a 24-month period.

The methanol fleet will be deployed in regular local and express service and compared with diesel buses to gauge emissions, fuel efficiency, and reliability.

Extensive testing of methanol-fueled cars and vans in California have shown that methanol engines emit virtually no smoke or hydrocarbons that generate smog. Moreover, methanol can be produced economically from America's coal reserves or from grain or other organic materials.

An international consortium on methanol use was jointly sponsored by the RTD and the American Public Transit Association in August. Environmental officials, engine manufacturers, fuel suppliers, and engineers from Europe, South America, and New Zealand gathered at the forum to exchange information and develop plans for testing methanol fuel for the public transit industry.



The location of a catalytic-trap oxidizer now being tested on an RTD bus. The device reduces emissions produced by diesel engines.

Wheelchair Users Offer Etiquette Suggestions

October 6-12 is "National Employ the Handicapped Week." The following are suggestions to use for wheelchair etiquette.

1. Always ask the wheelchair user if he or she would like assistance before you help. Your help may not be needed or wanted.
2. Don't hang or lean on a person's wheelchair because it is part of the wheelchair user's personal body space.
3. Speak directly to the person in the wheelchair, not to someone nearby as if the wheelchair user did not exist.
4. If conversation lasts more than a few minutes, consider sitting down

or kneeling to get yourself on the same level as the wheelchair user.

5. Don't demean or patronize the wheelchair user by patting him or her on the head.
6. Give clear directions, including distance, weather conditions, and physical obstacles that may hinder the wheelchair user's travel.
7. Don't discourage children from asking questions about the wheelchair. Open communication helps overcome fearful or misleading attitudes.
8. When a wheelchair user "transfers" out of the wheelchair to a chair, toilet, car, or bed, do not move the wheelchair out of reaching distance.

9. It is OK to use expressions like "running along" when speaking to the wheelchair user. It is likely the wheelchair user expresses things the same way.

10. Be aware of a wheelchair user's capabilities. Some users can walk with aid and use wheelchairs because they can conserve energy and move about quickly.
11. Don't classify persons who use wheelchairs as sick. Wheelchairs are used for a variety of non-contagious disabilities.
12. Don't assume that using a wheelchair is in itself a tragedy. It is a means of freedom that allows the user to move about independently.

Operator, Diplomat, and Humanitarian

Nahra — Here's One From The Heart

On October 21, 1985, Division 18 Operator George Nahra will have been an outstanding District employee for 26 years. For all these years he dedicated himself to mass transportation, to labor, politics, and to charity work.

Nahra began working for the RTD when circumstances caused him to leave UCLA. He had to abandon his plans for law school in order to help his mother with heavy financial problems caused by his younger brother's death from open-heart surgery.

Over the years he has accumulated letters of commendation from the likes of Supervisor Kenneth Hahn, former RTD General Manager Jack Gilstrap, and the Department of Airports for his helpfulness to foreigners during the Olympic Games. He has also accumulated 120 courtesy letters from his passengers during this span of time.

In his 26 years with the District, "Big George" as he was known in younger, heavier days, has driven nearly every line in the District. Nahra says the best thing about his job is working with the public and with his fellow employees. Because an operator takes the bulk of the public's gripes, Nahra believes a driver "has to be a diplomat on the road." Nahra tries to explain the reasons for changes and tells them that the District tries to give the best service for the least cost.

It was through his employment with the District that Nahra's interest



Division 18 Operator George Nahra (right) meets up with his old friend Division 12 Operator Nick D'Avanzo at the Mini-Master Shake-Up.

in politics became sharpened. As a union shop steward, Nahra went to Sacramento where, as he put it, "I might have made waves, but they turned out to be good waves." In Sacramento, Nahra fought for Proposition A, locked fare boxes, and radio communication on buses. The District got all of them.

It was also during this time that Nahra began his work for charity organizations. He volunteered his services to the Arthritis Telethon. After his first voluntary assignment with the telethon, Nahra was invited back year after year as he was such a good worker and handled crowds so

well. When asked about his role as a telethon volunteer, Nahra says that he has worked security, made certain that arriving stars were properly registered, and that the VIP room and the catered supplies were all in order, escorted the stars, and often appeared on the panels as a labor representative. He would then appeal to workers to match his \$100.00 bill with \$1.00 bills of their own. He was "always proud to say he worked for the RTD" when he appeared on various telethons. He has also volunteered for Danny Thomas' St. Jude's Children's Hospital, the Autistic Children telethons, and the Easter Seal Campaign.

One of the most memorable days of his life took place in 1979 when the City Council of Los Angeles presented him with a Resolution Plaque for his many years of "... volunteer work behind the scenes ... his untiring efforts ... to benefit those who suffer from ... major catastrophic illness ... an outstanding example of a citizen concerned for his fellow man." When presenting the plaque, Councilman Marvin Braude said, "I've presented those plaques from the City of Los Angeles to kings, queens, princes, presidents, congressmen, and senators, but I do believe this is the first time I've ever presented one to a bus driver." To this Nahra replied, "Well then, sir, you are a privileged man."

Nahra's favorite day as an operator took place January 1, 1962, when the late President Eisenhower was Grand Marshal of the Rose Bowl Parade.

Assigned to pick up alumnae at the downtown Biltmore Hotel, Nahra arrived to discover the alumnae had left and he was assigned to ferry 15 seats full of chicken box lunches to the Bowl for the alumnae. While sitting in a huge immobile traffic jam, Nahra glanced at the limousine in the next lane and recognized Ike and Mamie.

He left his bus to greet President Eisenhower and to remind him of the day in Korea that Nahra had served in Ike's honor guard. As the secret service gentlemen bore down, Ike waved them away saying, "It's ok, fellows, this is a friend."

Undaunted by Handicap

Student Saves Life of RTD Patron

Rick Johnson, 22, of Van Nuys, has been legally blind since he was 19 months old. But those are just the barest facts of his life and don't tell you who he is.

His actions and quick-thinking gives one more insight into who Rick Johnson is, and the hero he became. In July, Johnson was riding on Line 424 returning from his volunteer job at the Braille Institute on Vermont Avenue when he heard what sounded like a man choking. The man approached the operator.

To Johnson it sounded as if the man was trying to communicate his distress to the operator but she couldn't understand him and neither could Johnson.

Immediately, Operator Beverly Huskey pulled the bus over at Laurel Grove and Ventura Boulevard, and tried to alert the Dispatch Center to send paramedics, but her radio wasn't working.

Huskey then asked one of the passengers to leave her bus and call the paramedics from a pay phone.

That's when Johnson sprang into action. Johnson is a ham-radio operator, who had just received his operator's license that day, coincidentally enough. He keeps his small hand-held radio attached to his belt. Pulling off his radio, he accessed an auto-patch, which is the telephone, and called the paramedics.

The paramedics arrived on the



Rick Johnson, a CSUN student, is presented with a plaque in appreciation of his heroic actions that saved a man's life on an RTD bus by RTD President Nick Patsouras. Front row, from left to right: Johnson's mother, Mrs. Dorothy Johnson, Community Relations Representative Rissa Bernstein, Rick Johnson, and RTD President Nick Patsouras. Back row: General Manager John A. Dyer.

scene quickly. The man was discovered to be an epileptic. His choking signalled the onset of an epileptic seizure. Paramedics on the scene said the few minutes saved by Johnson's ham radio call probably saved the man's life.

Johnson is an economics major at California State University, Northridge. He's been riding the RTD since he was twelve. He will tell you

calmly that he has traveled thousands of miles on the bus lines, without any help, thank you very much.

Johnson's ambition is to run his own company. The company he envisions would be an outdoor entertainment center for children with better equipment than currently found on most outdoor playgrounds.

Go for it Rick!

LETTERS

To All Hands at Division 4,

I retired July 29, 1985, after ten years of service with RTD. When I picked up my pay check on Friday, I received the greatest surprise of my life.

I would like to thank the members of Division 4 for the wonderful surprise party they gave me, which included several gifts and two cakes to commemorate my retirement. The cakes were decorated with Navy symbols (I retired from the Navy with over 22 years service in World War II, Korea, and Vietnam). Brother Bob Pine gave me a picture of a World War II destroyer. I also received a card signed by everyone, and a beautiful engraved silver and gold belt buckle. The belt buckle has a gold eagle on a silver background, with a beautiful inscription on the back - "To Chief Costantine - USN Ret - See You Monday." I also want to thank Mike Stodder and Ron Smith for the pictures they took for my scrapbook, and Roslyn for all of her help from the office.

I will treasure these gifts (especially the buckle) all my life. When I retired from the Navy, I did not receive anything like this. I can't thank all of the people in Division 4 personally, so I would be grateful if you could publish this letter in the "Headway."

See You Monday,
Laurence F. Costantine
Chief Gunner's Mate
USN Retired

To Your Health Smoking: The Legal Addiction

Common tobacco contains nicotine — a drug that can and does produce dependence. This drug is psychotropic which means it affects the brain and nervous system and after the habit is established the abrupt giving up of cigarettes causes a withdrawal syndrome; physical and psychological stress, irritability and a strong tendency to take up the habit after giving it up.

Nicotine Wears a Black Hat

Nicotine is the bad guy who drives the smoker to light up. When smoking a cigarette, nicotine rapidly enters the bloodstream but at uneven and not controlled levels. This is probably why the smokers vary their style to try to get more nicotine into their systems to get a better "high."

Nicotine in large doses is toxic and causes many unpleasant side effects like nausea, lightheadedness, an increase of blood pressure and heart rate. Psychologically, a cigarette may act as a tranquilizer — calm down and light up a cigarette. A cigarette can act like a stimulant — that first cigarette of the day opens your eyes and gets you going. (It's also nailing down your coffin.)

That Morning Cigarette

Research has shown that after a normal night's sleep of 7-8 hours, the smoker's level of nicotine is at the low-



by Elia Hager
Visiting Nurse

est point during the entire day and the craving for a cigarette is so acute that together the first cigarette produces such an intense pleasurable feeling that the smoker attempts to achieve this feeling throughout the rest of the day. The smoker will alter his/her smoking pattern to try to get the same rush as that first cigarette. Just imagine a two-pack smoker during 17 to 18 hours waking time. He/she spends up to four hours with a cigarette in mouth or hand reaching for, searching for, not to mention going to buy cigarettes. Four hundred or more puffs on cigarettes daily! (Yuck! You should smell your breath!!)



Lungs—It's a Matter of Life and Breath

You may very well be aware of what's happening to your lungs when you smoke. Imagine another ingredient in cigarettes called tars. Tar is the sticky black stuff that is coating what was healthy pink and white spongy lung tissue. Smoke enough and your lungs will not be a delicate pink, or soft and easily expandable for effortless breathing. Ask a long time smoker who has emphysema or the life-long (pardon the expression) smoker who coughs, hacks, and wheezes throughout the first waking hours of the day.

Jacqueline Susann, the author, often spoke about her inability to give up smoking even with the help of a well-known smoking cessation program. She stated she may have been the best-known failure of the method. Before she died of lung cancer, Ms. Susann spoke of what she believed was the link to her cancer — her intense habit of cigarette smoking from a young age to even after the diagnosis of her terminal illness. She wanted to quit and so did the Duke, but too late. Why don't you quit, for your health and for those who love you?

I dedicate this article to those I love and care about.

Cost of Kids Still Growing

A couple can expect to pay \$90,000 to rear a child to the age of 18. This is the average amount for all the United States. In the north central part of the nation, according to the American Council of Life Insurance it will cost rural non-farm families about \$80,000 and urban families some \$86,000.

The most expensive place to raise a child is in the rural west where it will cost a family about \$100,000. The next most expensive area is in the rural northeast where it will cost a family nearly \$98,000.

These figures are based on updated estimates by the U.S. Department of Agriculture. The department assumed that families had no more than five children and moderate incomes. The estimates do not include medical costs of delivering a baby, but they do include costs of food, clothing, housing, medical care, education, and transportation.

In general, housing accounts for most of the cost of raising a child — about \$30,000, followed by food at home — averaging \$18,000, and transportation, ranging from \$14,000 in the rural north central to \$18,000 in the rural west.

Clothing and medical care each cost between \$5,000 and \$6,000 and education is the least expensive item on the list, ranging from about \$1,500 to a little more than \$2,000.

Safety Department Drafts Seat Belt Policy

As you may have heard, September was "Seat Belt Month." But the sponsors of the message would like you to wear it year-round, not just one month out of the year. The sponsors of last month's public service campaign, the Automobile Club of Southern California, presented convincing evidence as to why everyone should wear a seat belt when driving or riding in a vehicle.

The statistics compiled by the Automobile Club have led them to determine that the Number 1 cause of job-related deaths is automobile accidents. The number of these fatalities has risen to 45,000 per year. The direct cost of traffic accidents in the form of lost production, property damage, rehabilitation costs, and survivor benefits adds up to 50 billion dollars per year. Making it no mystery why the cost of insurance coverage increases each year.

The Automobile Club states that if everyone used their seatbelts, highway fatalities would be reduced by 50 percent.

So, what's the big deal you say? That'll never happen to me. I'm a safe driver, I don't have to worry, I'm strong. Besides that, I hate seat belts. They're too restricting and they wrinkle my clothes.

It's great that you're a safe driver but can you say that about everyone else on the road? The odds are one in three that sometime in your driving life you will be in a serious accident. Your seat belt can help assure you won't go crashing through your windshield like a human MX-missile. For those of you who think you're strong enough to brace yourself if you stop suddenly, consider this question. Do

you think you could catch a 300-pound barbell if it were dropped on you from 20 feet? That's the force of impact of a collision at just 30 miles per hour. Nobody is that strong. At ten miles per hour, you'd only have to be able to catch that 300-pound barbell if it were dropped from two feet. Any takers?



Senior Safety Analyst Robert Torres takes a short ride on the impact "convincer" with his seat belt on to kick off Seat Belt Awareness Month. The 12-foot ride on the convincer goes at a speed between 5 to 8 miles with a crash stop at the end of the ride.

So, seat belts are too restricting and they wrinkle your clothes? Perhaps you'd rather be forcibly ejected from your car by flying through the windshield? Or dragged along the ground if you can't escape entirely? That'll do more than just wrinkle your clothes. The chance of serious injury is 25 times greater if you are thrown from your car than if you remain in

your seat. With a seat belt on, it is much more likely you will remain conscious and be able to help yourself and others safely escape your vehicle.

Seat belts work. Under normal conditions they release to let you move freely. But not in an accident. The force of impact immediately locks your belt in place, restraining you and holding you in your seat. While your car is crashing into a hard object, wouldn't you prefer crashing into a fabric belt?



Without a seat belt, even at a maximum of only 8 miles an hour this dummy took a headlong plunge to the pavement.

The District prefers the fabric belt and has a standing policy that requires all personnel to use seat belts when driving District automobiles. The policy also requires that the driver be responsible for ensuring that all passengers have fastened their seat belts before moving the automobile.

The Safety Department is cur-

rently conducting a risk analysis study with the intent of initiating a new policy requiring the use of seat belts by all employees. This includes bus operators whose use of seat belts is presently done on a voluntary basis.

The preliminary data points to a need for requiring seat belt use.

"We have documented numerous cases in which operator injuries and accident severity could have been greatly reduced — if only seat belts had been worn by the operator," said Director of Safety Joseph G. Reyes.

"There are repeated accounts of operators being tossed out of the driver's seat following low-speed impacts. The result, a runaway bus causing major injuries and damage," said Reyes.

Want to get a jump on increasing your safety? Wear your seat belt. Seat belts work, but only if you use them. Start today and get in the habit!

Slide-Tape Program in Development

A slide-tape program to assist all employees in assuring customer satisfaction is being developed with the guidance of an RTD Task Force. Cordoba Corporation was selected by the Board of Directors to provide the technical expertise.

The major emphasis of the presentation will be the personal experiences of employees in assisting RTD customers. Approximately 10 percent of all employees will receive a survey form to assist in the development of the program. Employees who are interested in sharing their attitudes and concerns for customers are asked to contact Brenda Spencer, extension 6661, in the Employee Development Department.

Mini-Master Shake-Up Held at Division 10

(Continued from page 1)

Force and the Korean War when he started driving, Strother remembered the "good old days" as not being so good. "The greatest contrast between 1957 and 1985 at the District has to be the working conditions. They are greatly improved now. Back then you would have to work sometimes 16 to 18 hours a day."

Strother is one of the 453 operators from Division 2 relocating to another division. "There are some feelings I have about this. Division 2 has come to have sentimental value to me. It's been a part of my life, a second home to me. It's like living in a house for 25 years and then being told you've got to move. I'll miss it, but I know we've got to move on. It will seem strange not to be working all the lines I've worked before. But, I'll get used to it fast. I'm going to Division 1 which is where I started in 1957."

Division 10 Manager George Marsala remembered his stint at Division 2 as its dispatcher. "It is kind of sad to see it close. I have happy memories about the people I worked with out there."



The RTD's highest seniority Operator Wilely S. Bryant from Division 9 is more than just a little proud of his status.

Taking care of "bid-ness" looked like a pleasure



"Horace Strother and I are just like that," says Transportation Superintendent Wes McCarns at the shake-up as he twists his index finger around his middle finger. Strother (right) is an operator at Division 1.

"I used to work in the Cash-Counting Room with Allan Styffe. I recall that he almost succeeded in pouring me into the safe along with a sack of pennies. We were both dispatchers then and the division jokesters. On that day he bent down to pick up a sack of pennies and caught my tie along with it. He carried us both to the safe — funny guy that Styffe."

Marsala was dispatching during the time of the Watts Riots in 1965. "I remember trying to get drivers for the OWL service on Line 7. It was tough, most of the operators refused to go out that far."

Twenty-five years removed from the division, still Marsala remembers, "What comes to mind most sharply about Division 2 is that it was a lousy place to find a parking spot."

Commenting on the proceedings at mid-morning of the first day, Transportation Superintendent Wes McCarns said, "This is serious business to an operator. Many of them have 20 to 35 bids listed on a clipboard with their preferences listed in order. There's an art to doing this."

Transportation Superintendent Art Leahy described the shake-up as a



Division 10 Transportation Manager George Marsala checks the line-up.

socio-cultural event. "Most of these operators haven't seen each other since the last major shake-up three years ago. Some of them started out together, so the event becomes more of a class reunion. Many of the operators have commented to me that they would like to see us go back to the annual shake-up process."

Leahy recalled his own experience as an operator involved in past shake-ups. "It's suspenseful because the stakes are high. You've got 30 people bidding before you — so who gets the slot? I remember in 1974, I was still in college, and this guy in front of me bid for the runs I wanted. I didn't get the lines that were compatible with my class schedule. As a consequence, I got my degree three months later in December after planning on a September graduation."



Transportation Superintendent Leilia Bailey, all shook-up, takes a breather.

For Transportation Superintendent Leilia Bailey as well, the shake-up was an enjoyable reunion. "I've run into people that taught me how to drive back in 1978. There's a lot of warmth and friendliness here today. People are really glad to see each other. So many of these operators were personal boosters to me. They encouraged me, gave me tips, they helped me through some tough times. I guess that's why I'm so eager to mix with them. It's a chance to give back what I received."

Clad in a Calvin Klein jumpsuit with her old operator's badge sewn on her sleeve, Bailey moved back into the swirl of operators simultaneously putting in their bids and glad-handing with old friends.

All assignments selected by operators during the nine days in August at the Mini-Master Shake-Up went into effect Sunday, September 8.



Division 9 Operator Lorenzo Fernandez has his bidding reduced to a science.

You can't always get what you want, but it's fun trying



"Sorry you didn't get the Division you wanted, but I got mine."

Dam Good Picnic Site for 1985

The third Sunday in August at the Santa Fe Regional Dam Recreational Area was 3,100 RTD employees and their families' idea of a good time. The 1985 RTD Employee Picnic held at the dam site in Irwindale began at 10 a.m. and continued past 4 p.m.

RTD Town occupied several grassy acres of the park alongside the lake, offering a wonderful pastoral view as well as the opportunity to go rowing or fishing, of which many employees took full advantage. Although the day was warm and the sun bright, it did little to deter employees from participating in the various activities.

For children, three circus clowns kept things lively and amusing with their balloon animal designs and face painting. For children of all ages, supervised games included the egg toss, sack race, water balloon toss, and a candy scramble. Carnival booths featured such games as the ring toss, six-ball roll, and a giant moon bounce.

For grown-up children there were official tournaments to be played that included golf-putting, volleyball,



The most popular tent on the grounds — the food house!

Lunch was served from 11:00 to 2:30. The menu offered barbecued chicken, beef, hot dogs, baked beans, potato salad, and cole slaw. The lines were long, but everyone persevered with good humor.

In addition, ice cream, popcorn, and soft drinks were served all day, or as long as they lasted.

Mid-afternoon was siesta time for many as they napped under shade trees. That is, it was for the parents. The kids found their own fun by feeding ducks the left-over hot dog buns from lunch.

After siesta, the dance hall was turned into a bingo parlor and more than just a few hundred tried their luck.

From this reporter's view, the day was for the RTD community a time when co-workers could visit as easily as if they were neighbors down the street. The visits included meeting spouses and children. It was sure comfort to be invited to this enormous party where you could be certain to run into more than one person you know. And most everyone smiled whether they knew you or not.

Children ran over the grassy grounds with new-found playmates, squealing with the joy of freedom and the absence of parent's restraint. You could hear the deep-throated chuckles of adults as they warmed to each other's company and felt the sweet pleasure of doing nothing. Toddlers seeing their big chance to run away from ever-watchful parents tried to make their escape to join the older kids at play.

On the whole it was a day when laughter held both its sides. Or, as Employee Activities Coordinator Diane Delaney said as she packed up her tent and umbrella, "It's been a great day!"



"Up a lazy river" with no paddle, just feet power.



Adults are advised not to try "breaking" unless they are very limber and fit or they can afford a good chiropractor.



Some of us just make it fun by the skin of our teeth or the seat of our pants.



Dance fever comes with the sound of "Riding on the freeway of love in a pink cadillac."



Cooking up chicken for 3,100 hungry folks isn't easy.

lawn darts, and horseshoes. Unofficially, one had a choice of joining other players at dominos, bid whist, gin rummy, or poker.

Most of the day Division 5 Service Attendant/disc jockey Roland Wirt kept the music hot and loud as dancers jammed the patio to strut their stuff. Some of the dancers held their audience enthralled with their "breaking" and "moonwalking" demonstrations.



"Make mine a dachshund without a tail, and my son wants a care bear."



Lots lined up for the moon bounce ride, but only children were chosen.

COMMENDATIONS



RTD Retirees honored at the August 8 Board Meeting — From left to right: Division 5 Operator Bruce R. Smith, Sheet-Metalworker Leader Angelo J. Tagler, Division 3 Mechanic A Santiago Lopez, and Division 9 Mechanic A. Emmett G. Jiminez. Back row from left to right: RTD Director John Day, Assistant General Manager for Operations Robert Korach, and General Manager John A. Dyer.



RTD Retirees honored at the August 8 Board Meeting — From left to right: Utility A Johnny T. DeLeon, Utility A Bartolome A. Burrola, Division 8 Operator Milton H. Epperson, and Richard J. Lopez. Back row from left to right: RTD Director John Day, Assistant General Manager for Operations Robert Korach, and General Manager John A. Dyer.



The Second Quarter 1985 Safe Performance Awards were presented to Transportation Division 15 and Maintenance Division 12 by RTD Director Carmen A. Estrada. Receiving the awards on behalf of their divisions were Division 15 Manager Marcus Johnson and Division 12 Manager Ray Kunkle. Appearing from left to right, front row: RTD Director Carmen A. Estrada, Division 15 Manager Marcus Johnson, and Division 12 Manager Ray Kunkle. Back row from left to right: General Manager John A. Dyer and Safety Analyst Frank Larson.



July Employees of the Month — Certificates of Merit were presented by RTD Director Norman Emerson at the August 22 Board Meeting to (front row from left to right): Division 12 Operator-of-the-Month Rafael M. Murillo, Maintenance Employee-of-the-Month Leonard Benelle, and Information Operator-of-the-Month Maria Sanchez. Back row from left to right: General Manager John A. Dyer, Division 12 Manager Jim McCullough, Acting Division 18 Maintenance Manager David Burns, Customer Relations Manager Robert Williams, and RTD Director Norman Emerson.



Director of Marketing for El Pollo Loco Restaurants Margaret Jenkins (left) was presented with a Certificate of Appreciation by RTD Director Carmen A. Estrada for El Pollo Loco's participation in the RTD's coupon promotion program. This promotion increased pass sales at the RTD East Los Angeles Customer Service Center to over 300% for the months of February and March.



Mechanic A Emmitt Grayson (second from right) is the first mechanic to retire from Division 10. Grayson, a RTD vet of 25 years, said he'll miss everyone a lot after all those years. A retirement party planned by Grayson's friends was held August 23 in the Division 10 Maintenance lunchroom. Here it appears Superintendent of Maintenance Tony Chavira isn't too eager to let a good worker go as Division 10 Maintenance Manager Milo Victoria, Supervisor II Franklin Jack and ATU Representative Charles Mosby look on. A sumptuous buffet lunch was prepared in Grayson's honor by Utility B Alzie Jones and her helpers. The menu included turkey, stuffing, gravy, ham, baked beans, and salad. In true form Grayson was roasted by friends and co-workers before the gift-giving and presentation of his retirement scroll.

Division 9 Employees Sponsor Chili Cook-Off



District Chili Aficionados — Front row from left to right: El Monte Exalted Ruler of the Elks Lodge Jim Clark, Bright Hopes Chapter President Pat MacNeal, Operator Joe Stowell, Transit Operations Supervisor Charley Dickerson, Operator Joel Levine, Beverly Mountjoy, and Operator Judy Stowell.

Around May of this year, some good ol' boys and gals got together at Division 9 and decided that life was good. It was so good, in fact, they knew it was time to do something for others less fortunate. The brainstorm they happened on was a Chili Cook-Off to raise funds for the City of Hope.

Steering the committee, Operator Joseph Stowell and his wife and Part-Time Operator Judy Stowell found with a little help from their friends they could accomplish in three months what it usually takes a year to do. "Both my wife and I are members of the Bright Hopes Chapter of the City of Hope. We thought it would be a great thing to do and it was easier than we thought. About 20 employees from (Division) 9 pitched in and the El Monte Elks came through by letting us use their lodge parking lot to set it up. They were so gracious about it all," said Stowell.

On August 11 at high noon, the First Annual Bright Hopes No Holds Barred Chili Cook-Off opened and cooks started rattling their pots and pans in their decorated booths within the El Monte Elks Lodge parking lot. In addition to the 10 pot stirrers in the chili contest, the Cook-Off attractions included a live country and western band, various booths supplying food and drink, several boutique booths to further the fund-raising cause, a dunking tank available to sharp-shooters who were anxious to dunk volunteers Instructor Jose Romo and Dispatcher Donna Higgins, un-

sual Stetsons worn by those anxious to compete in the hat contest, and bathing beauties who strolled among the crowd getting winks and admiration before entering the Miss Chili Pepper Contest.

Each chili chef and team set up his or her own stand and identified themselves with special brands. Those teams competing included Dr. Joe's Preparation H. Dr. Joe's promotional material claims his chili cures coughs, colds, and sore posteriors along the lines of Ex-President Jimmy Carter's chronic ailment. Dr. Joe also believes his chili "puts lead in your pencil." The other teams included Charley's Angels lead by Transit Operations Supervisor Charles Dickerson, the "We Don't Need No Stinking Badges" Chili Co., the Cooking Cousins, Choo-Choo Chili, Stickey's Chili, Buddy's Jailbird Chili, Bad John's Chili, and Grub Stakes for Hope.

By 3:30 in the afternoon, the chili was ready and Part-Timer Joel Levine's team, the Hot Tamales was declared the Cook-Off contest winners. Charley Dickerson's booth won for best decorated entry.

While Dickerson was fussing over his secret stock, he confided to this reporter, "This is just too much work. Joe and Judy really roped me into this. But, . . . it's worth it for the City of Hope."

Congratulations to Chili King Joel Levine and to all the Division 9 employees who helped raise \$2,800 for the City of Hope.

Our Gang Takes Division Championship

Going into the contest, the two teams were fairly evenly matched, but as justice must prevail; so does the team with a little more on the ball and fewer errors. The Sharks were up against a mean pitching machine, David Bautista, who fanned numerous batters at the plate. The defensive ball handling of the Our Gang infield and outfield also contributed to the early demise of the Sharks. The final score of 11-5 gives clear indication of the uphill battle fought aggressively by the Sharks.

The counterattack on behalf of the Sharks boosted spirits and sparked hopes of a comeback.

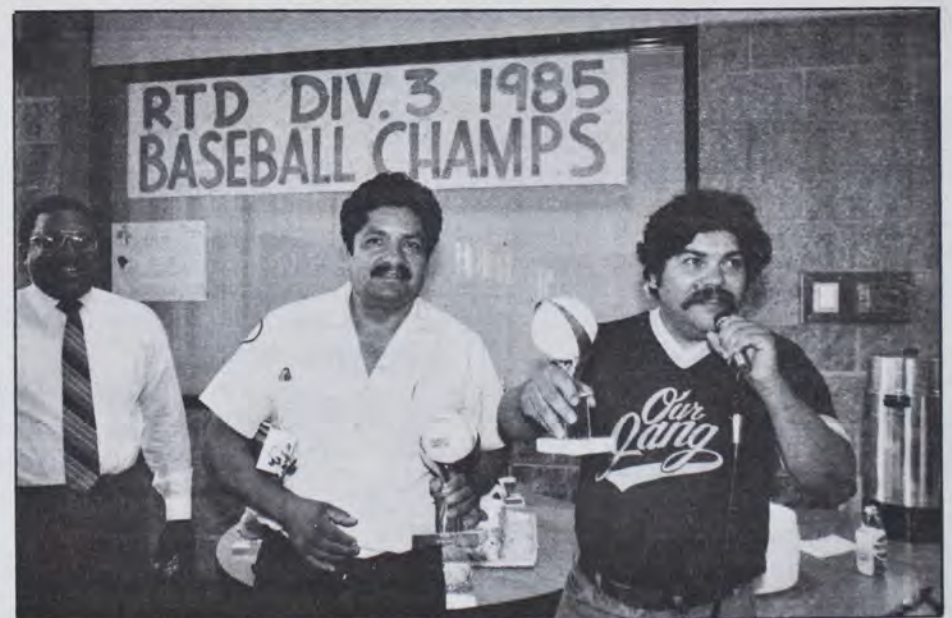
Offensively, Our Gang proved to be a tough opponent, as they led consistently throughout the game.

One out away from the games end, season's end, and bragging rights for the next year, cheers of "Our Gang! Our Gang!" shouted by team members welcomed the glorious moments that followed. Like clockwork, the entire bench emptied and raced toward the mound at the exact moment the umpire called strike three on the bewildered batter.

As the fat lady sang, the lights were turned out, and for those two teams, the party was over. Congratulations to Our Gang!



Our Gang — the Champions — 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: Coach Rene Carrera, Mando Jimenez, Jose Gonzalez, David Bautista, Mike Tarango, Ernie Limon, Willy Rosales, and Chris Rodriguez.



David Bautista wins Most Valuable Player award.



Our Gang celebrates their championship at a Division 3 bash given them by Division Manager Al Taylor.



Chili Chef Charley Dickerson poses with his "angels" at the cook-off.

Transportation Department Picnics at Griffith Park



The "Operations Control" team routed the "Divisions" at the First Transportation Department Non-Contract picnic tug-of-war contest held August 10. From left to right: Don Baumgartner, John Dover, Bill Gardner, and on his knees, Joe Uresti.

The First Transportation Department Non-Contract picnic was held August 10 at the Griffith Park Crystal Springs Picnic Area.

Over 250 Non-Contract employees came out with their families and enjoyed the fun-filled day. Supervised activities kept the crowd busy, these included dancing to the music of Division Dispatcher/disc jockey Jesse Castorena, softball, volleyball, tug-of-war, and Trivial Pursuit. Additional activities for the kids included a water balloon toss, egg toss, tug-of-war, and a dance contest. An RTD mini-bus, operated by Michael Quesada, was on standby at the park to transport employees and their families to the merry-go-round, zoo, train ride, horseback rides, and swimming pool.

Eating and munching went on all day. Each family brought their own food. The goodies included barbecue ribs, chicken, hot dogs, hamburgers, chips, fruit, and more. For a \$3 fee per family, the Transportation Department provided ice, soda, beer, and peanuts for employees and their families.

The department was separated into two teams for the sporting event competition. The first team, "Divisions," included the division dispatchers, instructors, and non-contract personnel from Transporta-

tion General. The second team, "Operation Control," included radio dispatchers, road supervisors, stops and zones and non-contract employees from Transportation Services. The Divisions swept away Operations Control on the softball diamond, winning by a score of 10-2. The Operations Control team pulled the cord from the Divisions in the tug-of-war event. The Divisions team beat the socks off the Operations Control team in the volleyball match. Cathy Hunsinger, road supervisor, proved to be the most knowledgeable competitor by winning in Trivial Pursuit to put another feather in the Operations Control cap. The Griffith Park recreation office provided trophies for the winning teams. "Each team walked away a winner," said Transportation Superintendent Jeff Diehl.

Picnic organizers Patsy Goens, Fernando Basulto, James Woodson, and Jim Lukens spent many hours planning and coordinating the department's first picnic. "It was worth all the hard work to see everyone having a good time, mingling with co-workers they hadn't seen in a long time," said Patsy Goens.

The Transportation Department was pleased with the outcome of the picnic and is gearing up for next year's event.

A Date With Fate in Bahamas

Picture this: The airplane lands on the small island of Grand Bahama in the city of Freeport. The taxi awaits you at the arrival gate to whisk you off to your resort hotel.

Sound like the perfect trip? Well, it was until our own Mark Prince, who is employed at the District as an Extra Supervisor of Telephone Information showed his care and consideration for his fellow man by diving into an oversized swimming pool at the Holiday Inn Lucaya Beach Resort to save an elderly drowning man. The elderly gentleman known only as Ned did not notice he was entering deep water. After observing that the man was unable to surface on his own, Mark dove into the water. He and other concerned citizens pulled the man to safety. After all this excitement what did Mark do? Why like any other mild-mannered Clark Kent he put his sunglasses back on and went back to enjoying the sun and his vacation — *Dee Hawkins*

Ski Club Now Taking Applications



IT'S SKI TIME!

The RTD Ski Club is now accepting applications for membership. If you are an expert, or have never skied at all and would like to learn, the Ski Club is for you. We have a variety of events planned for the year, with our first ski trip planned for the Mammoth on December 7-8. Club officers for the year are: Sun Son, president, extension 3266; Paulette Cunningham, secretary, extension 3422; and Kristin Duncan, treasurer, extension 3624.

Wedding Bells

Personnel Department Typist-Clerk Cookie Morris was wed August 24, 1985 in Las Vegas, Nevada, at the Little Church of the West to Rickey D. Roberson. Roberson works as a Dispatcher for UPS. On August 29, friends of the new Mrs. Roberson threw her a wedding shower. A video tape of the wedding ceremony was replayed at her District shower.

COMMENDATIONS

Division 1
Gutierrez, Gilbert
McClinton, Gilbert
Smith, Charles
Williams, Juenzel

Division 2
Adams, Terrela S.
Belt, James H.
Horton, Lloyd
Melton, Anthony J.
Sharp, Kris A.

Division 3
Byrd, Thomas
Guglielmo, Emil, J.
Montes, Tony

Division 5
Judson, Albert
Lampkin, Warren
Oulette, Richard
Tibbs, Willie B.

Division 6
Abner, Ronald L.
Buggs, Johnnie
McCain, Jeffery B.
Shepherd, Robert
Thompson, Richard C.

Division 7
Dillard, Reginald E.
Evans, Albert
Flores, Lucy A.
Hester-Holland, Tanya D.

Johnson, Keith
Reguero, Jose
Tucker, Calvin

Division 8
Arancibia, Victor M.
Gibson, Willie B.
Osorio, Pura Y.
Summers, Donna M.
Vivian, Darrell D.

Division 9
Davis, Dennis
Sanchez, Gonzalo

Division 10
Banks-Byrd, Elnora D.
Dawson, William M.
McGuire, Diane M.

Shorters, Jim
Urrutia, John N.

Division 12
Ferrell, Robert
Green, Delores
Mijares, Alfonso

Division 15
Aleshire, Dale K.
Division 18
Jefferson, Ethel
Scott, K.V.

Terminal 19
Brooks, Dorothy

Terminal 25
Byrd, Veronica J.
Creel, Margret

Terminal 28
Guinn, Thaymon

RTD Picks and Pans the Movies

Summer is over, the kids are in school, and it's safe for the adults to go back to the movies. It's a quiet period, as the studios gear up for the big Christmas releases, but some fine films are currently out that merit your attention.

Compromising Positions - * - 1/2**
Dr. Bruce Fleckstein is your typical — no, *stereotypical* — ladies man who wears a gold chain, gaudy pinky ring (the ring is truly awful), capped teeth, and makes a pass at every woman who comes into his dental office. Then, someone has enough, and terminates Dr. Fleckstein's career with a dental implement.

Susan Sarandon and Raul Julia turn in excellent performances as Judy Singer and Detective Suarez, two people who would never have met if it

weren't for this murder.

The film is fast-paced and fascinating, that rare commodity, an adult comedy that entertains and keeps you in suspense without once insulting your intelligence.

COMING ATTRACTIONS

Agnes of God

A young nun in a cloistered order is accused of killing the child she bore. There's a problem though. The girl doesn't remember the child being conceived, carried, or born. In fact, she doesn't believe that there really was a baby, as she says she never saw it. To the convent comes Jane Fonda as the psychiatrist who is to determine if the nun is sane enough to stand trial. Met with opposition by the Mother Superior (Anne Bancroft), she enters a world of half-truths and lies, of secrets that perhaps should have remained

hidden. The play the movie is based on is a powerful piece of drama, and the film shows every sign of being the same.

A Chorus Line

"To everyone who's ever danced in a chorus line or marched in step, this piece is dedicated." This is the author's dedication for *A Chorus Line*, the musical about the theatre which has made history by becoming the longest running musical ever to play Broadway. For years, efforts have been made to bring this piece to the screen, but nothing ever got off the ground. Now, with Richard Attenborough (*Gandhi*) directing, the movie will be delivered to our theatres for Christmas and promises to be "one singular sensation." — *Carolyn Kinkead*

IN MEMORIAM

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

Fuyok, James, began with the District March 13, 1975, retired as an Operator, passed away June 23, 1985.

Harris, Julius, began with the District August 15, 1946, retired as an Operator, passed away August 15, 1985.

Hatfield, Russell, began with the District March 18, 1947, retired as an Operator, passed away August 7, 1985.

Nields, Harry, began with the District June 13, 1939, retired as an Operator, passed away July 15, 1985.

White, Frederick, began with the District August 20, 1945, retired as an Operator, passed away April 26, 1985.

Valle, Alfred, began with the District September 30, 1930, retired as a Mechanic A, passed away June 28, 1985.

SCHEDULE CHANGES

&

SHIFTING GEARS

SCHEDULE CHANGES

Adamic, Philip A., from Mechanic B to Mechanic A.

Aquavo, Carmen, from Data Entry Operator to Cash Clerk.

Baggan, John R., from Entry Level Professional Trainee to Acting Accountant.

Bandy, John E., from Electronics Maintenance Supervisor to Electronics Maintenance Supervisor I.

Boehr, Bob E., from Electronics Maintenance Supervisor to Electronics Maintenance Supervisor I.

Brown, Arthur L., from Entry Level Professional Trainee to Computer Operations Analyst.

Bustos, Oscar L., from Mechanic C to Mechanic B.

Carrillo, Armando A., from Electronics Maintenance Supervisor to Electronics Maintenance Supervisor I.

Castillo, David, from Operator to Transit Operations Supervisor.

Cheaves, Velta A., from Mechanic C to Mechanic B.

Cowley, George E., from Building and Grounds Supervisor II to Building and Grounds Superintendent.

Crilley, Mary Lou, from Secretary to Administrative Secretary.

Daniels, Gerald E., from Mechanic C to Mechanic B.

Daniels, Sandra Y., from Secretary to Acting Staff Aide.

Davis, Laurence R., from Director of Maintenance and Equipment to Director of Equipment Maintenance.

Diep, Quang D., from Mechanic B to Mechanic A.

Diotte, Alfred T., from Mechanic C to Mechanic B.

Dito, Guido O., from Electrician to Electrician Leader.

Fordon, Larry, from Telecommunications Engineer to Facilities Maintenance Engineer.

Franden, Richard J., from Mechanic B to Mechanic A.

Frisbie, Diane E., from Ticket Clerk to Ticket Office and Reports Clerk.

Gold, Samuel R., from Senior Telecommunications Engineer to Senior Facilities Maintenance Engineer.

Gonzalez, Jesus M., from Service Attendant to Service Attendant Leader.

Gutierrez, Ramon S., from Power Sweeper Operator to Power Yard Sweeper.

Haddon, Frank R., from Senior Telecommunications Engineer to Senior Facilities Maintenance Engineer.

Hairston, Simon, from Transit Police Officer to Transit Police Investigator.

Hamasaki, Mark Y., from Mechanic C to Mechanic B.

Harrell, Gary E., from Middle Management Trainee to Systems Programmer.

Harrison, Cynthia R., from Secretary to Senior Secretary.

Hayes, Lewis T., from Property Maintainer C to Property Maintainer B.

Herrero, Miguel, from Power Sweeper Operator to Power Yard Sweeper.

Hicks, John E., from Stock Clerk to Storekeeper.

Hunt, Richard L., from Electronics Maintenance Superintendent to Electrical/Electronics Superintendent.

Ikeler, David Lee, from Building and Ground Maintenance Supervisor to Building and Grounds Maintenance Supervisor I.

Jensik, James B., from Electronics Maintenance Supervisor to Electronics Maintenance Supervisor I.

Juarez, Ruben, from Typist Clerk to Word Processor Operator I.

Khan, Larry, from Mechanic C to Mechanic B.

Kirshner, Frank J., from Director of Equipment Engineering to Equipment Engineering Superintendent.

Lands, Lola, from General Marketing Clerk to Ticket Office and Reports Clerk.

Lerit, Felix B., from Mechanic C to Mechanic B.

Lumbattis, Garrett T., from Cash Clerk to Stock Clerk.

Mandl, John J., from Mechanic B to Mechanic A.

Manning, Johnny W., from Electronics Maintenance Supervisor to Electronics Maintenance Supervisor I.

Martin, Laura J., from Ticket Clerk to General and Ticket Clerk I.

McRae, James, from Electrician's Helper to Electrician.

Micheline, Maureen A., from Senior Secretary to Staff Aide.

Montoya, Jaime, from Middle Manager Trainee to Data Base Analyst.

Nelson, Frank R., from Facilities Maintenance Manager to Building and Grounds Maintenance Superintendent.

Nickoley, Charles F., from Building and Grounds Maintenance Supervisor to Building and Grounds Maintenance Superintendent.

Nordquist, Eric A., from Building and Grounds Maintenance Supervisor to Building and Grounds Supervisor I.

Norman, Alvin J., from Typesetting Layout Operator to Schedule Clerk.

Ochoa, Gil S., from Building and Ground Maintenance Supervisor to Building and Grounds Maintenance Supervisor I.

Oropeza, Jr., Gaspar, from Electronics Maintenance Supervisor to Electronics Maintenance Supervisor I.

Parker, Reid, from Mechanic C to Mechanic B.

Perez, Julio C., from Mechanic B to Mechanic A.

Perumean, Dennis, from Mechanic C to Mechanic B.

Pierre, Edward J., from Entry Level Professional Trainee to Acting Programmer Assistant.

Potter, Roger A., from Stock Clerk to Storekeeper.

Reever, Dennis K., from Power Sweeper Operator Leader to Power Yard Sweeper Operator Leader.

Ruff, Johnnie, from Operator to Traffic Loader/Extra Schedule Checker.

Sabella, Andrea, from Data Entry Operator to Word Processor Operator I.

Sanders, Arlen M., from Electronics Maintenance Supervisor to Electronics Maintenance Supervisor I.

Schuck, Raymond J., from Electronics Maintenance Supervisor to Electronics Maintenance Supervisor I.

Sledd, William C., from Records Clerk to Pension and Insurance Clerk.

Stevenson, Leon, from Radio Dispatch Supervisor to Radio Dispatch Manager.

Trook, George D., from Telecommunications Engineer to Facilities Maintenance Engineer.

Valenzuela, Rudolpho, from Power Sweeper Operator to Power Yard Sweeper.

Van Denbrink, Donald, from Utility A to Utility A Leader.

Vredevelt, Neal B., from Mechanic B to Mechanic A.

Walsh, Edward M., from Director of Telecommunications to Director of Facilities Maintenance.

White, David W., from Mechanic B to Mechanic A.

Zuniga, Samuel R., from Information Clerk to Ticket Clerk.

SHIFTING GEARS

Andrew, Max W., an Operator since May 16, 1960, retired August 17, 1985.

Burrola, Bartolome, began with the District March 6, 1953, retired as a Utility A July 31, 1985.

Camunas, Rafael, an Operator since October 30, 1957, retired June 30, 1985.

Childers, Gene, began with the District October 27, 1953, retired as a Traffic Loader July 31, 1985.

Collins, Theodore A., began with the District September 26, 1945, retired as a Mechanic A Leader July 31, 1985.

Conley, Arthur, an Operator since July 27, 1956, retired July 31, 1985.

Costantine, Laurence F., began with the District May 21, 1975, retired as Mechanic A July 29, 1985.

Crowe, Junior, began with the District September 18, 1967, retired as a Mechanic A July 25, 1985.

Deas, James E., an Operator since July 25, 1960, retired July 31, 1985.

DeLeon, Johnny T., began with the District May 15, 1958, retired as a Utility A July 31, 1985.

Epperson, Milton H., an Operator since December 29, 1954, retired July 31, 1985.

Estrada, Ed S., an Operator since July 11, 1960, retired July 31, 1985.

Forrest, Bryan E., began with the District September 15, 1950, retired as a Mechanic A July 31, 1985.

Frausto, Juan M., began with the District March 11, 1957, retired as a Property Maintainer A July 30, 1985.

Fujioka, T.N., began with the District November 7, 1956, retired as a Mechanic A Leader July 31, 1985.

Grayson, Emmitt E., began with the District March 22, 1960, retired as a Mechanic A July 31, 1985.

Goldman, Monroe, began with the District August 20, 1945, retired as a Mechanic A July 17, 1985.

Gutierrez, Roberto A., began with the District October 15, 1958, retired as a Cabinet Maker July 31, 1985.

Hackman, Frank, an Operator since August 8, 1967, retired August 8, 1985.

Hatfield, Orville G., an Operator with the District since February 23, 1963, retired July 30, 1985.

Henry, Harold D., began with the District August 23, 1955, retired as a Schedule Maker II August 24, 1985.

Hill, Ezra, an Operator since February 1, 1960, retired July 31, 1985.

Hiranrat, Sa-Ngiem, began with the District January 14, 1972, retired as a Mechanic A Leader July 31, 1985.

Holt, William T., an Operator since November 8, 1981, retired July 30, 1985.

Jiminez, E.G., began with the District March 29, 1957, retired as a Mechanic A July 31, 1985.

Jones, Willie C., an Operator since February 5, 1959, retired July 31, 1985.

King, Herschel D., began with the District March 28, 1974, retired as a Utility A July 31, 1985.

Limon, Jose, began with the District June 3, 1959, retired as a Property Maintainer A July 27, 1985.

Lopez, Richard J., began with the District December 6, 1957, retired as a Traffic Loader August 2, 1985.

Mellon, Roland E., began with the District October 3, 1960, retired as a Mechanic A Leader July 31, 1985.

Pachl, Frank, an Operator since December 5, 1957, retired August 2, 1985.

Payton, William, an Operator since March 9, 1959, retired July 31, 1985.

Perhus, Ernest M., an Operator since February 1, 1960, retired July 31, 1985.

Price, Luther, began with the District October 18, 1951, retired July 31, 1985.

Silva, Marisela, began with the District January 22, 1979, retired as an Information Clerk July 30, 1985.

Sgambellone, William, an Operator since May 6, 1957, retired July 31, 1985.

Sohn, Ted K., began with the District January 2, 1975, retired as a Mechanic A July 31, 1985.

Smith, Bruce, an Operator since June 1, 1959, retired July 15, 1985.

Takemoto, Hideo, began with the District January 29, 1957, retired as a Mechanic A July 31, 1985.

Wiechert, Wolfgang, began with the District July 1, 1957, retired as a Senior Schedule Maker July 31, 1985.

Williams, W.T., an Operator since October 30, 1957, retired June 30, 1985.





Autumn Has Arrived

OCTOBER

17-19 Lakers vs. Boston — Presason \$7.50
 26-27 Ice Capades at the Forum — \$8.00
 26 UCLA vs. California — \$7.50

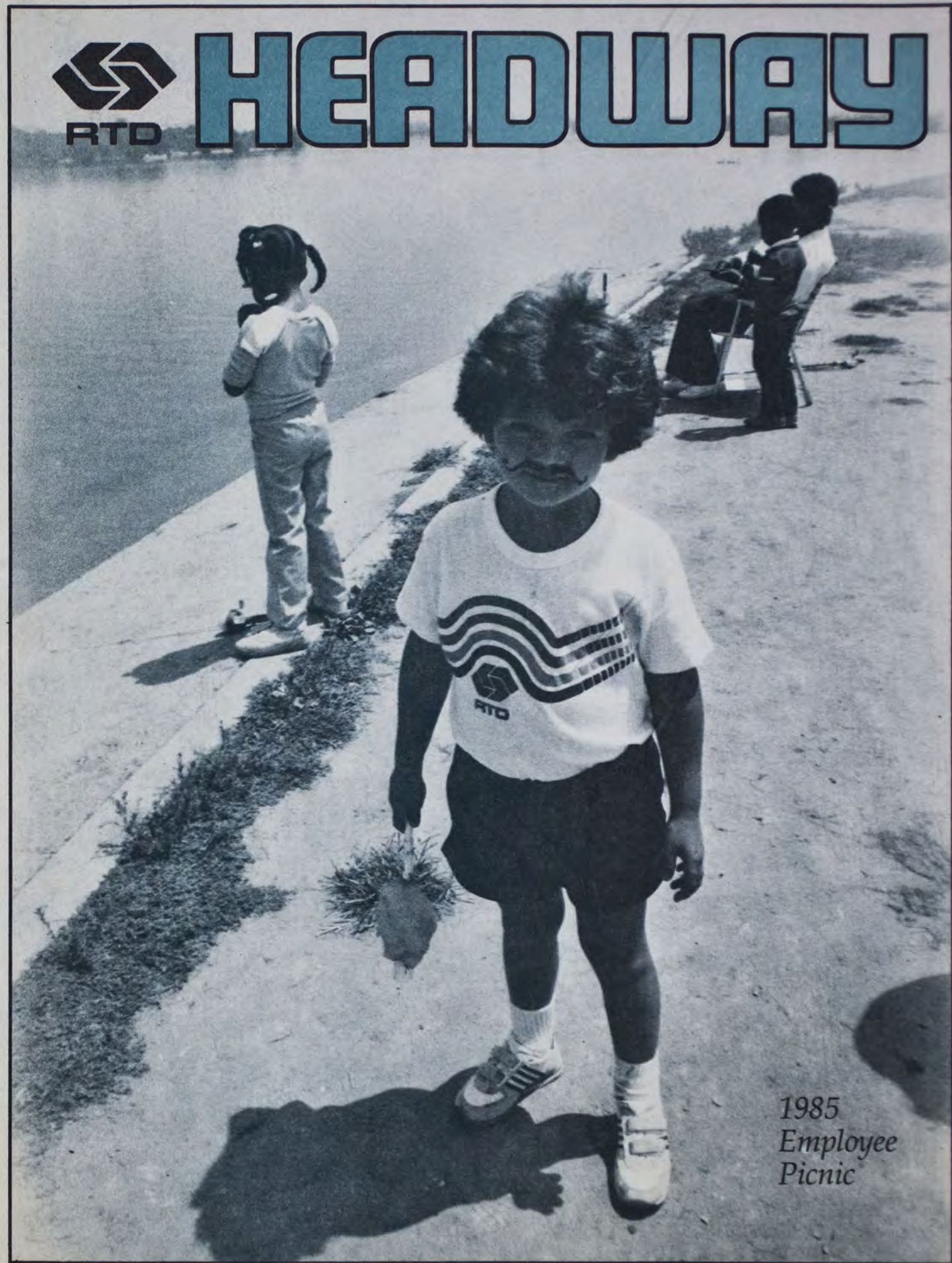
NOVEMBER

5 Lakers vs. Cleveland — \$7.50
 8 Lakers vs. Denver — \$7.50
 17 Lakers vs. New Jersey — \$7.50
 20 Lakers vs. Clippers — \$7.50
 16 UCLA vs. Oregon — \$7.50

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Deadlines

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