

- Honor Student
- Black Family of the Year
- Drug-sniffing Dogs
- Budget Process
- District Christmas
- Herald-Examiner
- ECT Class

## SGV Cities Join in RTD Appreciation Day

RTD got a much-needed pat on the back when representatives from the cities of Azusa, Bradbury, San Gabriel, La Puente, and Monrovia met January 6 to present to RTD President Jan Hall resolutions and letters of appreciation from 16 cities within the San Gabriel Valley.

The ceremony was held in the Monrovia City Hall. RTD Director Charles Storing and UTU General Chairman Earl Clark were also in attendance.

Monrovia Mayor Pro-tem Robert Bartlett, spearheading the RTD Appreciation Day effort, saw as its purpose a time set aside to recognize the board of directors and employees of the District. In his remarks Bartlett noted that the District serves 1.5 million people each day and effectively removes over 100,000 automobiles from use on the freeways each day.

The mayor pro-tem expected a larger crowd at the ceremony and remarked, "Although there has been much negative publicity about the RTD, it should be noted that it is sometimes very 'safe' for politicians and others with political aspirations to attack a big organization that can't fight back." Bartlett acknowledged that while people don't come out for unpopular causes, he has "always been an upstream swimmer." And in that spirit he praised the RTD representatives on hand for their willing-



Celebrating "RTD Appreciation Day" in Monrovia on January 6 were, front row, left to right: RTD President Jan Hall, Division 9 Operator Bobby Monday, Division 9 Operator Charles Poke, and Community Relations Representative Nell Soto. Back row, left to right: San Gabriel City Councilwoman Jeanne Parrish, UTU General Chairman Earl Clark, Monrovia Mayor Pro-Tem Robert Bartlett, RTD Director Charles Storing, and Division 9 Operator Dale Pierce.

ness to face the challenges before them, especially given the severe budgetary restraints currently facing the District. Before introducing RTD President Jan Hall, Bartlett concluded by complimenting RTD on the service it has provided the seniors, youth, and working people of the Valley for

so many years.

President Hall received the letters of support from the mayor and thanked the cities for their recognition. In support of the cities' good faith, Hall assured them with, "We may have problems, but we are doing something about them."

Director Charles Storing also extended his appreciation to the cities and then added an advisory note to the news media present. "If you wish to attack the board of directors go ahead, we understand that, because it goes with the territory. But, don't attack our employees who are hard-working, dedicated, and provide one heck of a service." A number of news media representatives covered the event. The *Herald-Examiner's* reporter arrived after the ceremony had concluded.

UTU General Chairman Earl Clark addressed himself to the abuse suffered by operators as a result of unfavorable press. "One newspaper in town doesn't bother to get their facts right. They take a situation where 23 drivers were found with invalid licenses. I don't think 23 drivers out of 5,000 is such a big deal!" Clark thanked the city of Monrovia and concluded with "God bless the RTD bus drivers and the City of Monrovia. He also introduced the operators from Division 9 who were present: Charles Poke, Dale Pierce, and Bobby Monday.

Mayor Bartlett introduced and praised RTD Community Relations Representative Nell Soto whose duties include facilitating the flow of information between the RTD and the cities throughout the San Gabriel Valley.

*Continued on page 2*

## RTD Board Directors Adopt Stringent Expense Reporting

Strict new procedures for reimbursing RTD directors for District-related expenses were adopted by the RTD Board of Directors at their meeting on January 8.

"It's imperative that RTD directors and staff do everything they can do to curb District costs starting with their own expenses," RTD President Jan Hall said.

Rather than rely on an honor system whereby directors vouch for their own expenses as has been the precedent for many years, the new policy mandates filing of receipts for all expenditures of \$10 or more.

Expense reports must be filed within 60 days after returning from a trip. For business lunches and dinners, actual costs must be supported by receipts; directors also will have to state the purpose of the affair and list all who attended.

President Hall will continue to review directors' expense reports before submitting them to the RTD controller for audit before reimbursement.

Other highlights of the new policy include:

- Telephone credit cards and air travel

cards are available from the District Secretary but no District credit cards will be issued.

- The District will only pay for moderately mid-range priced hotel rooms and coach air travel tickets arranged through RTD.
- Maximum of \$40 per day for meals at moderately priced restaurants while traveling on District business.
- Maximum of \$25 per day to cover incidental travel expenses including tips, baggage handling, telephone, etc. Items amounting to \$10 or more must be substantiated by receipts.
- Maximum of \$11 per hour, 20 hours a month for secretarial services.
- 21 cents per mile reimbursement for use of private automobiles on District business.
- If advances cover more than expenses, difference must be refunded at time expense report is filed.
- The District will arrange airline reservations for a director's spouse only at the time such arrangements are made for the director. Reimbursement for the spouse's expenditures is due within 30 days.

## Cover Story

### The Wilsons Konquer Rose Parade

He directed his crew with the sweeping gestures of an orchestra leader as he instructed them on the correct method of "flowering" the floats that appeared in the 98th Annual Tournament of Roses Parade on New Year's Day. Working around the clock, right up to New Year's Day morning, Senior Planner Russ Wilson looked a little punchy when *Headway* met up with him at the float barn in Azusa on December 31. He had been up almost 36 hours supervising the work on the American Honda Motor Company's entry *King Kong — The Eighth Wonder of the World*.

For the past 11 years, Russ has been an active participant in Rose Parade float decorating. Starting in 1981 he accepted responsibility as crew chief for the professional float designers and builders, Festival Artists of Azusa.

For the last four years, one of the members among his crew has included his daughter Leslie, an RTD staff aide. Asked how it was working under her father, Leslie replied, "When you work so intensely on a project and you've got two strong egos involved, we can get a little testy with each other by the thirty-sixth

hour." Nevertheless, Russ believes he is a successful crew chief because of his daughter's able assistance.

*Continued on page 2*



Senior Planner Russ Wilson and his daughter, Staff Aide Leslie Wilson, supervised the crew that flowered the *King Kong — Eighth Wonder of the World* float that appeared in the 1987 Tournament of Roses Parade. The float won the trophy for best animation.



## Konquering Rose Parade

Continued from page 1

Most every float that Russ has helped build has taken one of the nine trophies awarded by parade judges. This year was no exception. *King Kong* received the Animation trophy for best animation and motion. The float animated from 16 feet, 7 inches, to 34 feet upright. The float designers developed a flexible "skin" for Kong that allowed for realistic movement in his neck, mouth, eyes, and arms. The scenario created was that of a village terrorized by the giant ape. After his rampage, Kong picks up a beautiful woman and carries her through the ruins of an ancient civilization in a jungle setting. The roaring Kong lifted the woman 25 feet into the air. Russ and his crew spent five days decorating the float.

Dry work and seeding were done the first two days. The hardier flowers such as chrysanthemums and carnations were applied the third day. The fourth day until the float was finished was spent doing petaling work which is the detail accenting done petal by petal. The flowering of the 65-foot long float required 1,000 pounds of cocoa palm fiber to create the gorilla hair. Ground onion seed and two types of dried seaweed provided the black color accents and skin textures. White chrysanthemums covered the stone pillars and carved sculptures. Carnation petals, seeds, and dried blossoms highlighted the carvings. Thousands of dendrobium, cattleya, and vanda orchids decorated the overgrown ruins. The lush jungle required over 20,000 roses.

## Anti-Vandal Essays, Posters Sought

RTD is enlisting — and rewarding — students in its fight to reduce vandalism against RTD buses and bus stops. In the process, students enhance their writing and artistic skills and encourage greater public concern for District and other public property.

"We're pleased to increase student interest in bettering society and to offer students U.S. Savings Bonds and other prizes for their contribution to writing and graphic excellence," said General Manager John A. Dyer.

Students at 50 junior and senior high schools in Los Angeles and other cities served by the RTD have been invited to enter the District's annual "Operation Teamwork" essay and poster contest.

"Down with vandalism, up with pride" is the theme for 1987's contest, which began January 5 and ends February 27.

Typed essays promoting the theme are to run 300 to 500 words in length; posters, measuring 20" x 26", may use any combination of ink, charcoal, pencil, or paint. Prizes will be awarded winners at the junior and senior high school level. First, second, and third prizes for the winning essays and winning posters are U.S. Savings Bonds.

These prizes, and certificates of merit, recognition, and plaques for runners-up, will be presented at a special awards luncheon next April.

For more information on Operation Teamwork, call RTD Local Government & Community Affairs Department at (213) 972-6456.

## Employees Rate Bus Cleanliness Through Voluntary Evaluation

Last fiscal year, RTD organized a special RTD Management Committee to develop a quantitative measurement tool for evaluating RTD coaches. The committee came about as a result of customer complaints regarding the uncleanness of some coaches.

In its efforts to evaluate, as well as monitor the external and internal condition and up-keep of the coaches, the special committee designed a management survey card that is considered an effective gauge. The card is circulated among employees who utilize RTD coach service as a means of transportation to and from work and who have volunteered to participate in the evaluation process. The survey is conducted three times a year over a period of one week.

The evaluation card requires answers to a variety of questions that focus on the overall condition of the coach. There is also a space designated for the line number, coach number, division, date, and time. This information allows the management committee to track a specific coach and monitor its maintenance, if needed. According to RTD Market Research Manager Jackie Matosian, from the RTD Planning Department, the committee hopes that the improved appearance of RTD coaches will also improve riders' attitudes

toward the District.

At the conclusion of each evaluation period the survey data is compiled and sent to the maintenance manager of each division evaluated. Determined from the data, if it is a need, appropriate action must be taken by the maintenance manager to correct the condition of a problem coach.

The data is also received by Director of Equipment Maintenance Rich Davis. Davis is then able to rate each division by comparing data from prior surveys. Thus enabling management to zero in on problem divisions that continue to show a need for corrections throughout the evaluation period, according to Matosian.

Matosian says that this system is a fair and objective one. "It's done throughout the day, at peak hours, and when conditions may vary. For example, at the end of the day there may be more litter in the aisles because the bus has been in operation all day." According to Matosian, all these factors and variables are taken into consideration.

The final evaluation is scheduled for May. "Whether or not they will continue will be determined by the improvement rate of problem coaches," said Matosian.

## Top Operators For November

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

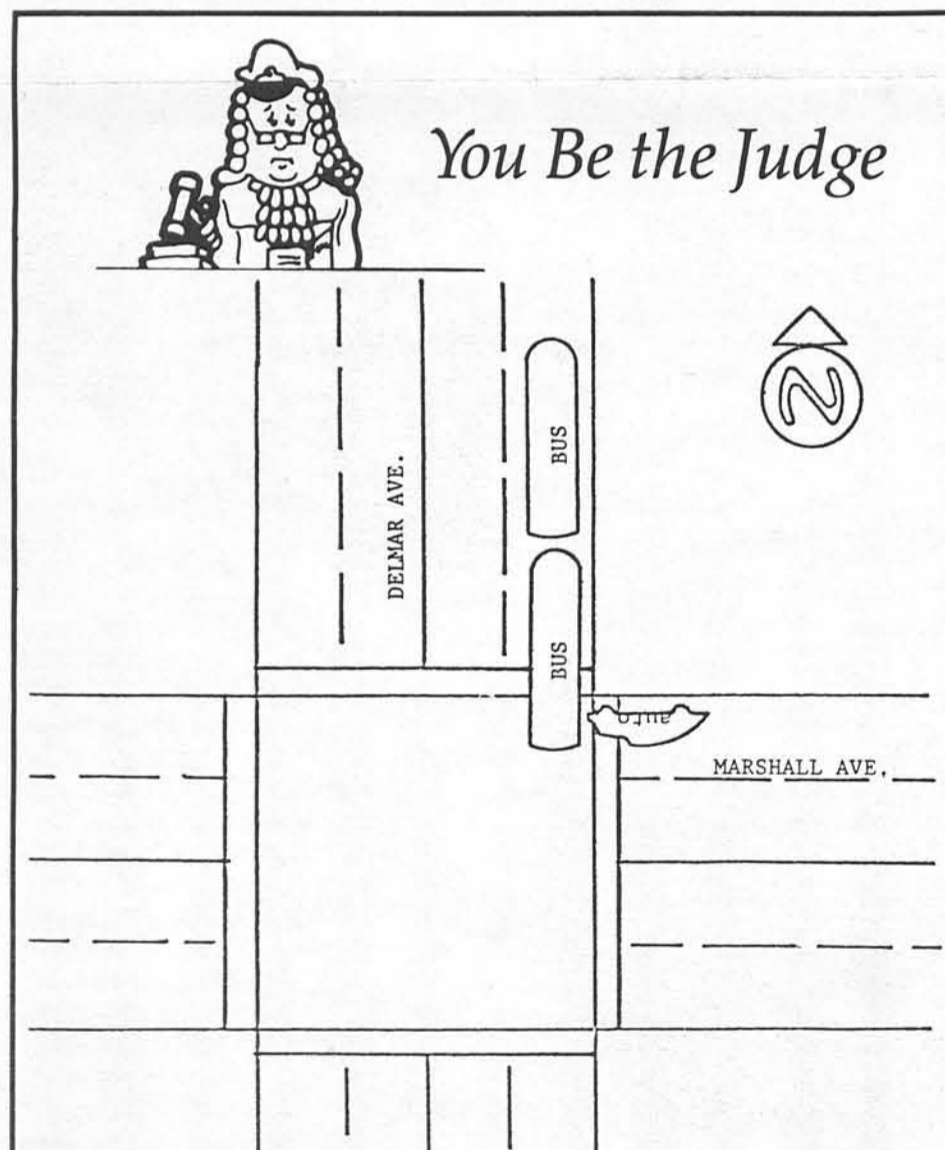
The theme of the program is "In Pursuit of Excellence." Those operators excelling their pursuit are listed below:

### MANAGER'S AWARD

Division	Recipient
3201	Dave J. Campbell
3203	Ernest Correa
3205	Carl L. Winston
3206	Eva M. Guillory
3207	Savanah M. Bowers
3208	William Diaz
3209	Carlton J. Marshall
3210	Walter Bueno
3212	Don W. Osborne
3215	Anthony Amatuzzo
3216	Elijah Banks, Jr.
3218	Brenda M. Davis

### SWEEPSTAKES AWARD

Division	Winner
3201	Miguel V. Moran Miguel Pacheco Steven J. Haas
3203	Earl J. Weingartner Jerome J. Smith Joseph E. Wise
3205	Gloria H. Brown LeRoy Baucom Donald C. Hurston
3206	Phillip Martinez Timothy Swayne
3207	Aubrey L. McGlory Walter J. White Edward J. Bartley
3208	Antonios S. Guskos Fred Zwick
3209	Robert C. Ferguson Herman Koenekamp Armando Rodriguez
3210	Ricardo De Los Reyes Victor A. Garcia Richard G. Kaplan
3212	Eddie C. Goss, III Catarino G. Gonzalez
3215	Oscar A. Najarro Herlinda E. Najarro Purcell W. Davis
3216	George P. Zumkley George A. Zeranko
3218	Hilda M. Carmack William Lindsey Denise A. Smith



### Operator's Statement:

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

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

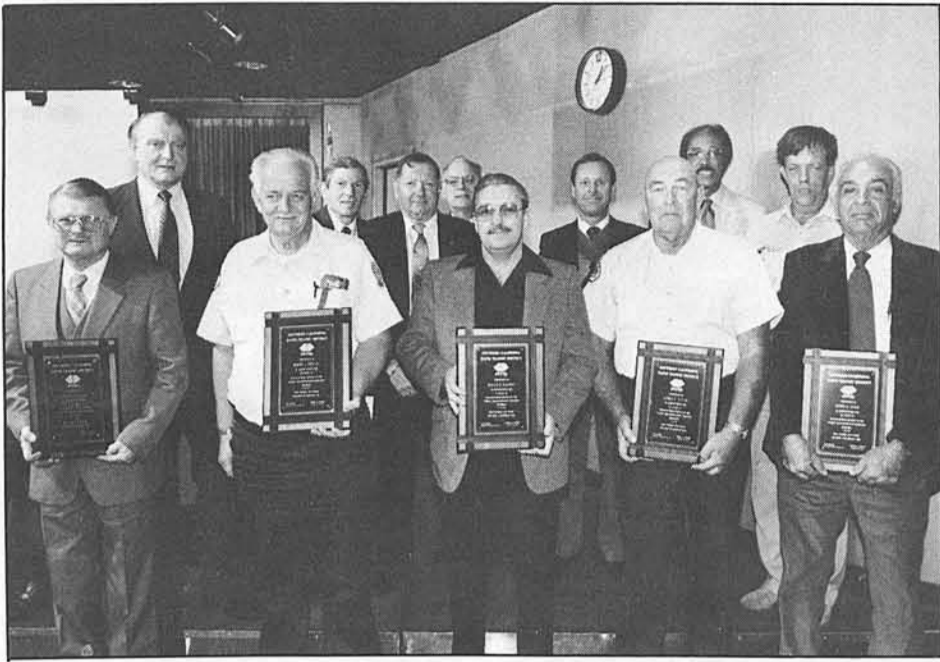
## 16 SGV Cities Honor RTD

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In presenting RTD with letters of support, the city representatives called upon other cities and residents in the Valley to show their support and appreciation for the service done by the RTD throughout Los Angeles County. Those 16 cities registering their support of the RTD include: Azusa, Pasadena, Bell, Southgate, Commerce, El Monte, Bradbury, La Habra Heights, Cudahy, Huntington Park, Monterey Park, San Gabriel, San Fernando, La Puente, Monrovia, and Los Angeles.



# COMMENDATIONS



RTD Retirees were recognized at the December 11, 1986 Board of Directors' Meeting and were presented with plaques by RTD Director Leonard Panish. Front row, from left to right: Division 3314 Mechanic A Leonard J. Davis, Division 12 Operator Robert L. Phillips, Division 15 Operator Donald R. Rabjohn, Division 15 Operator Morris W. Taylor and Stops and Zones Property Maintainer A Leader Pedro M. Lujan. Back row, from left to right: General Manager John A. Dyer, Director Panish, Division 12 Manager Larry Johnson, Assistant General Manager for Operations Robert Korach, Division 15 Manager Ron Reedy, Division 5 Operator Hugh E. Daniels, and Division 1 Operator Michael R. Feldra.



Certificates of Merit were presented to the November Employees of the Month at the December 17, 1986 Board of Directors' Meeting by RTD Director John F. Day. Front row, from left to right: Division 3305 Typist-Clerk Miranda Tucker, Division 5 Operator Teddie Cheaves, Telephone Information Operator Danae Tellez, and Transportation Division 5 Manager Bill Griffin. Back row, from left to right: Director Day, Division 5 Maintenance Manager David Burns, General Manager John A. Dyer, and Director of Customer Relations Robert Williams.



Mechanic A Velta Cheaves was named South Park's Maintenance Employee of the Month for October. Velta has been commended on her outstanding performance in the Cylinder Head Repair Section. She is enormously popular and well-liked by her co-workers who say she is cooperative in any task she is assigned. Along with a superlative performance record, she has maintained excellent attendance. Velta has been with the District for seven years. If we were to ask Velta what her secret of success is, she would probably say the talent runs in the family. Her father, Division 5 Operator Teddie Cheaves was selected the Operator of the Month for November. (See photo above.) Velta's just a chip off the old block!



Division 9 Systems Electronic Communications Technician Mike Mockler was selected as the Facilities Maintenance Employee of the Month for November. Mike has maintained a perfect attendance record since being hired in 1980. His supervisor John Manning praised both his technical skills and his leadership ability. Mike works the night shift where, with little technical support, complex system and equipment problems are expeditiously resolved. Mike received \$50 cash along with a plaque of recognition. The sweepstakes winner for November was Property Maintainer Wiley Goins from Vernon Yard. Wiley received a \$25 cash prize.

## Schedule Clerk Makes Honor Society

Inside her tiny office cubicle, among tacked-on departmental announcements, there is a colorful Mexicana Tours flyer, and a Stan Cline lithograph of 1st and Main as it appeared in 1950. Printed on white plastic simulated to resemble marble tile, and mounted on the adjacent partition that she sees each time she glances up, are the words, "I will even make a way in the wilderness and rivers in the desert."

Making a way is something that Faith Crudup seems to manage well. A schedule clerk at the Headquarters Building, she also handles the commitment and responsibility of a first semester honor student at Harbor College and an active member of Alpha Gamma Sigma Honor Society (AGS). Faith's supervisor and Administrative Services Officer Richard Dimon said of her, "Faith is always willing to go the mile to see that good things happen."

Working toward her A.A. degree with plans of transferring to the University of Redlands Extension Program next year, Faith will continue towards a B.S. degree in business administration.

"When I got in the program [at Harbor], I said 'Faith, you're going to stick with this,'" she recounts. Sticking with it means that some days she can be found in one of USC's or Otis Parsons' libraries from 10 in the morning until 10 at night, taking lunch and dinner breaks from the campus vending machines.

utes her achievement as an honor student to how she applies herself and to organizing well. "I don't think I'm different from anybody else. I think it's application. And, as long as I have my calendar I'm fine. If not, I'm lost," she concedes.

Having recently finished midterms, Faith has wound down a bit, but she recognizes that with all the work still ahead of her, she can not get too relaxed. She is required to attend class one night each week, and Saturday classes six times a semester from 8 a.m. to 6 p.m. There are four hours of specified television programming required each week, as well as the term papers, regular homework, and reading assignments.

The honor society that Faith is a member of, AGS, has its requirements, too. It is a state-wide organization of community college honor societies formed as a means of recognizing and encouraging scholastic achievement among community college students. As stated in a recent AGS newsletter, "Our purpose is to foster, promote, maintain, and recognize scholarship. Our goal is to bring hardworking students together so that we can more effectively offer service to both our school and our community."

As a member of this group, Faith must maintain more than a 3.0 grade point average, attend regular membership meetings, and log in a substantial number of community service hours. Being an active member quali-



Schedule Clerk Faith Crudup does double duty as an honor student recently recognized by the Alpha Gamma Sigma Honor Society at Harbor College.

ifies the student for scholarships that will help to subsidize the high cost of tuition, a big incentive for Faith. Faith, who has been with the District for nine years, says that after completing her degree she will remain with RTD. "There are opportunities in this company. I plan to move with RTD."

For the most part, Faith attrib-

fies the student for scholarships that will help to subsidize the high cost of tuition, a big incentive for Faith.

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## Minor Service Cuts Implemented

Minor service adjustments were implemented on Sunday, December 28, 1986, including cancellation of three lines and route changes on five lines. The areas affected include Los Angeles-LAX-Redondo Beach, Norwalk-Hawaiian Gardens, and El Monte-Monrovia.

The service changes will affect approximately 200 riders by adding a

one-fourth of a mile walk to the nearest bus stop and about 1,100 weekday riders will be required to use a transfer. "We regret this inconvenience to riders," Dyer said, "but it is necessary to streamline our routes and reduce service hours."

The December changes will save the District more than 9,000 hours of bus service a year.



# Wilson's Saluted as Black Family of the Year

On first entering the Wilsons' large two-story, wood frame house in Los Angeles, you are ushered through the foyer past the living room and into the ample dining area that such houses built in the 1930's had. Seated at the heavy darkwood dining table, just off the kitchen, you are at the center of the Wilson shrine of pride — their family photo gallery. All four walls are given over to their children, depicted in various stages of development; their children's children; and other relatives. There can be no doubt from this reporter's view that the Wilsons value family, most especially their own.

It is their deep sense of unity that caught the notice of the "Coca-Cola Salute to the Black Family" and led to the selection of Division 10 Operator Ellis E. Wilson, his wife LaVerne, and their 10 children as one of the two outstanding black families in Southern California. They were recognized for their achievement in mid-November 1986 at a reception held at the Sheraton Grande Hotel.



Division 10 Operator Ellis Wilson and his wife LaVerne and their ten children were recognized as the black family of the year at Coca Cola's "Salute to the Black Family" held in November 1986.

The Coca-Cola Company of Los Angeles underwrote the "Salute to the Black Family" with the purpose of promoting a positive image of the black family, providing family role models for black youngsters, and recognizing the hard-working black families who are making a contribution to the community.

The selection committee was co-chaired by Ann Shaw, board director of the Los Angeles Urban League and the Rev. Thomas Kilgore, Jr., pastor emeritus of the Second Baptist Church. The committee reviewed 100 applications and finally selected two families. LaVerne and Ellis Wilson and their 10 children were chosen to represent the two-parent family. Ellis has been an operator with the district for 11 years and he is a free-lance photographer. LaVerne Wilson manages the family's business, Wilson Streamline Photos.

Honoring the Wilsons at the salute were Assemblywoman Maxine Waters, City Councilman Robert Farrell, Los Angeles Urban League President John Mack, Cal State-LA President James Rosser, Mayor Tom Bradley, Broadway Federal Savings & Loan President Albert Hudson, and Judge Billy G. Mills.

As part of the recognition ceremony, the Wilsons received \$1,000

Market, a year's supply of Coca-Cola products, a glass-etched award, and a proclamation from the city.

For Ellis Wilson, cash prizes and awards were never a motivating force behind establishing a large family. The recent recognition of his family is a nice but unexpected bonus on a plan that he cherished as a young man. Wilson wanted a large family for as long as he could remember. His mother came from a family of 10 children. Wilson recalls he marveled at the fact that his grandfather sent all his children to college. He loved the warmth and the unending attention he received from his many aunts and uncles. "I always had someone to visit," recalled Wilson. "I decided that I wanted 10 children of my own," he said. A number of the women Wilson dated were not exactly receptive to the notion of mothering 10 children until he met LaVerne Minor in a shoe factory 31 years ago. "Every girl I asked thought I was crazy except LaVerne," he said. "When he proposed, I thought he was kidding, but I told him I would but only if he helped. Once the help stopped, so did the babies. He has always helped; and he even tried to talk me into 11," LaVerne chuckled.

The Wilsons are a couple who are comfortable with each other. As an outsider, you feel the love they share with one another. They were married June 2, 1955. "We've never had a fight. He's a good husband," LaVerne said. Wilson agrees that their marriage has been a happy one, although he does take credit for having taught his wife to cook. LaVerne smiled sheepishly as she recalled the time when the beans in the pressure cooker meant for the evening dinner ended up on the ceiling. But, despite her culinary inexperience, the marriage took. "It just doesn't happen," concedes LaVerne. "You work at it. I think you have to decide first what you want and then find the right person."

All of the Wilson children have achieved success in their own right. The oldest, Ronnie, 30, attended Los Angeles City College's computer program. He is now a member of the National Guard attending USA Missile and Munitions Center and School in Alabama. Estella, 28, is a graduate of Cal State Northridge. Vida, 27, is a graduate of Cal State Northridge. Christian, 26, is a graduate of Cal State Fullerton. Janet, 25, is a graduate of Cal State Northridge. Ellis Jr., 24, is an employee of Shell Oil Refinery. Allison, 23, is a graduate of the Bryman School of Nursing and is currently employed at Kaiser. Regina, 21, is a senior at Cal State Northridge. Victor, 20, is a sophomore at West Los Angeles College. He plans to become a lawyer. The youngest, David, 16, attends Reseda High School where he maintains an A average and plays football. He is a tight end on the Reseda Regents team and was named All-City two years in a row. He is interested in continuing his education at either UCLA or Stanford.

Asked how he accounts for the success of his family, Wilson replied, "I taught them right from wrong, respect, we took them to church, and kept them very busy. And, I taught them to stay out of debt," he said with emphasis.

"It's not only what you teach them, but also what you show them. As parents, you can't tell your children



Division 10 Operator Ellis Wilson's family was honored by the Coca-Cola Company in their "Salute to the Black Family" as the two-parent family of the year. The Wilson Family are, front row, left to right: David, Vida, Victor, Estella, and Ellis Jr. Second row, from left to right: LaVerne Wilson's parents Homer Minor and Nellie Minor, Christina, unidentified actor, Regina, Janet, LaVerne and Ellis Wilson.

act differently," LaVerne added. As a family they always made it a point to have at least one meal together. "We took the time to connect. It made a difference and we are a family that enjoys each other. We enjoy camping and we all get together for a trip at least once a year."

Their children learned about responsibility. "They always had jobs. For special things like those Guess t-shirts they had to work for them. Out of their pay they always gave something to their dad," she said.

Is it expensive to raise 10 children? "Yes, very!" said Wilson. "But I learned to stay out of debt and that keeps you from getting stressed. Our children all got scholarships and that helped a lot in getting them through college." Wilson admits he had kept

his own personal wants and needs modest and as a result he has never felt that he has sacrificed or gone without. "My philosophy is that if you don't want too much, you'll always have what you want." All Wilson wanted was to raise his children and enjoy life. "And that's what I've done," he said contentedly.

As for LaVerne, would she do it all again if she had to do it over? "Having a large family hasn't kept me from doing what I've wanted. My family has helped me; we've done more than I think couples do. I have children with their hearts filled with love. And, whenever we've gone together as a family people just seem to open up their hearts to us. Sure, I'd do it all again. And, I still feel as though the best is yet to come."

## Valentine's Day-February 14

Each February 14th, the ancient Romans celebrated a holiday called Lupercalia. On that feast, it was customary for young Roman men to enjoy the fun of blindly drawing a name from a box filled with names of all the local maidens. This celebration laid the foundation for Valentine's Day several centuries later, when the Church began replacing pagan celebrations with Christian holidays and assigned that day to commemorate two St. Valentines, both martyrs, who coincidentally had died on that date in 270 A.D.

The connection to romance grew not from any myths surrounding the two churchmen. Rather, it blossomed from conventional beliefs held in the Middle Ages that the second week of the second month was when birds began to mate. Thus a whole early literature was built upon St. Valentine's Day. Chaucer mentions it in the *Parliament of Foules*:

"For this was on seynt Valentynes day, whan every foul cometh ther to chese his make."

Two centuries later, Shakespeare had Ophelia singing in *Hamlet*: "Good morrow! 'tis Saint Valentine's Day, All in the morning betime, And I a maid at your window, To be your Valentine!"

By the Romantic Era of the early

such an aura that it was second only to Christmas in celebration. Those were the days of some of the most memorable love lines in literature, when Elizabeth Barrett Browning wrote: "How do I love thee? Let me count the ways." And Gustave Flaubert penned:

"This is the hour when, alone amidst everything that sleeps, I open the drawer that holds my treasures. I look at your slippers, your handkerchief...your portrait. I re-read your letters...my heart expands in the night, suffused with a dew of love."

In those days, "Valentines" to greet loved ones were elaborately ornate creations of paper and lace—and personal, very personal.

In the past 100 years, things have taken a different turn. Children still decorate boxes to hold the class' supply of Valentines, but their Valentine greetings are more likely to come from the local drug store's collection than from the children's hearts. Adults still have Valentine parties and greet each other with red heart boxes of sinfully rich chocolates, but our messages are more apt to appear in a newspaper classified than in a fourline poem from the heart.

Whither goest thou, Saint Valentine's Day? Is technology doing you



## TP Special Enforcement Team Sweep District With Search-and-Sniff Dogs

Months before the District's expanded drug and alcohol policy went into effect on December 15, 1986, elements of an enhanced program targeted for RTD employees were already in the planning stages. Underwritten by County Supervisor Kenneth Hahn, the program included improved drug testing methods, drug education, and training in detection. Detection of drugs on District property, a major component of the drug and alcohol policy, was stepped up through the use of trained sniffer dogs.

Transit Police Sergeant Elston P. Burnley from the Investigations Division, heads up the Transit Police Special Enforcement Team that accompanies the dogs to various District sites and leads them through the property as they sniff for drugs. The Special Enforcement Team has received commendations for its work in narcotics detection and the apprehension of pick pockets and vandals. This team supervises the District's first canine program.

The District contracted with the Adlerhorst Kennels in Riverside, one of the largest private police dog training schools in the nation specializing in narcotics detection. The dogs are mostly imported, purebred German shepherds. They are trained by Karl Fabritz, world renowned canine instructor.



Adlerhorst Kennels' Trainer Pip Reaver leads a German shepherd named "Blue" on a drug-sniffing search of the Metro Rail Department.

The first time the dogs were deployed on District property, they were sent to the general manager's office. "We found that works better with the rank-and-file employees," said Sgt. Burnley. "They like to know that we've checked out the top first. We also checked the Transit Police chief and assistant chief's offices along with the rest of the Transit Police Headquarters. The dogs located narcotics where they are supposed to be held — in our evidence drawer." To date, searches with the dogs have taken the Special Enforcement Team to various divisions and Headquarters Building departments such as the executive offices, Data Processing, Telephone Information, Printing, Metro Rail, Purchasing, and Planning.

The schedule for drug searches by the dogs is known only by the Transit Police team and the trainers. "We have to maintain strict confidentiality, not even Chief Burgess knows when we will appear," said Burnley. Once on



The Transit Police Special Enforcement Team members and their canine assistants include, front row, kneeling: Officer Gianni Giannetti and Officer James Willis with "Katie." Back row, from left to right: Danni Holland, Adlerhorst Kennels trainer, Officer Marie Ewell, Officer Leo Metoyer, Sgt. Elston P. Burnley, and Pip Reaver, head trainer from Adlerhorst Kennels.

the premises, the search patterns are random. Prior to any search, the department or division manager and union official are contacted. Each search usually lasts approximately four hours.

Since the dogs have been used at the District several "finds" have been made at division locker areas — mostly marijuana and cocaine residue. As a result of their searches with the dogs, the Transit Police located large caches of misappropriated District property, according to Burnley.

While Burnley would agree that a pack of frisky German shepherds led through an office environment seems a bit incongruous, he said RTD employees have reacted positively to the visits and have been very cooperative. The dogs are all patrol trained, that is, they do not attack anyone unless they are attacked first. "They will not attack a passive subject," said Burnley.

German shepherds, are recognized as a working breed employed primarily as guard dogs. The two senses most highly developed in the dog are hearing and smell. Their world is one of scents, as humans' is one of sights. The dog's nasal passages are so arranged that a greater volume of air can be drawn over the sensitive lining than with humans. Practical scents seem to be of the greatest interest, particularly those smells that identify other animals. Grassy smells, soil, and ripe, putrefactive odors are also attractive. "These dogs could detect narcotics even if they were hidden in a hollowed-out ham," said Burnley.

The method used to train the dogs for drug sniffing involves the use of rewards. According to Adlerhorst trainer Pip Reaver, the rewards come to the dogs after they play the game of "finding it." Trainers use what they call a "toy" which is a small pouch of synthetic narcotics. The toys are rewards. To be effective the reward must come immediately after the action of search and sniff, so that the dogs form a connection between the two. To keep the dogs interested in the game, handlers will hide a toy from time to time. The dogs work 10 to 25 minutes at a time, then they must have a break. After their breaks, handlers will stimulate their interest in the game again with a toy. The dogs are only trained to sniff out heroin,

cocaine, PCP, marijuana, and other opiate derivatives.

The dogs respond to German commands such as *platz* (in place), *sitzt* (sit), *bleib* (stay), or *hier* (here) among others. These are absolute commands, only the trainer can release the dog from a directive. Not even the wisecrack of an employee made while the dogs were searching the Metro Rail Department — "Hey, I've got a fire hydrant in my office!" — would distract these dogs from their duty.

If there is an indication of drugs made apparent by a dog's hyperactivity, a fresh dog may be brought into the area to verify the first dog's reaction. If narcotics are found on the property, the evidence is booked, a police report is filed, and the person indicated is subject to a drug test as well as arrest and prosecution. At every search site Burnley works hard to answer employees' questions about the dogs. He is very patient as he answers the same questions asked by employees from different departments. "I try to enlighten people. I try to be friendly and leave them in a proper frame of mind. I don't want to leave the employees feeling like criminals. I don't want anyone bitter about our dogs," said Burnley.

Sgt. Burnley hopes that use of the dogs will prove so successful at the RTD that they will continue to be used as patrol dogs, especially when Metro Rail is operative. "These dogs are so versatile. They can be cross-trained to do not only narcotics searches, but also bomb and explosives searches," he said.

## AIDS Info

For accurate information about AIDS (Acquired Immune Deficiency Syndrome), call the toll-free AIDS information hotline (1-800-342-AIDS).

To keep the number in your mind, write to: Inter-America Research, 1200E North Henry Street, Alexandria, VA 22314. They will mail you an 11 x 17-inch poster that shows Patti LaBelle with the hotline number (1-800-342-AIDS).

1-800-342-AIDS

## Transit Golf Club News Update

Happy New Year to all golfers of the Transit Golf Club from the TGC officers. If you think that last year was a good year in golf just wait until you see what plans are being initiated for 1987.

First, I would like to personally thank everyone who helped and participated in our last tournament of 1986 at Brookside. It was the best tournament we have ever sponsored. There were 72 players and every group finished before dark which shows that golf can be played at a fast pace.

Second, the 1987 Tournament calendar is finalized below:

1. January - "No Tournament" Membership Drive (\$25.00)
2. February 1, El Rancho Verde, Rialto, 8:30 a.m.
3. March 15, Mountain Meadows, Pomona, 10:00 a.m.
4. April 18, Marshall Canyon, La Verne, 10:00 a.m.
5. May 16, Mountain View, Corona, 9:00 a.m.
6. June 7, Montebello, Montebello, 11:00 a.m.
7. July 11, Ojai Country Club, Ojai, 10:00 a.m.
8. August 2, Meadowlark, Huntington Beach, 10:00 a.m.
9. September 19, Sandpiper, Goleta (Santa Barbara), 9:00 a.m.
10. October 3, Alhambra, Alhambra (New Clubhouse) 10:00 a.m.
11. November 8, Brookside, Pasadena, 11:00 a.m.
12. December 5, Lakewood C.C., Lakewood, 10:00 a.m.

Third, don't forget the membership drive which is currently on with a fee of \$25.00 (includes USGA handicap card, free dinner banquet at December tournament, plus preferential starting times and availability for tournament play. Non-members will be assigned spots after members have been processed. Players who already have a USGA handicap card can adjust fees by subtracting \$8.00.

Fourth, I am currently arranging three special tournaments for 1988. All of these tournaments will be overnight trips on the weekend. There will be trips to Las Vegas, Palm Springs, and Pala Mesa Resort (in Fallbrook). All of these outings will have package plans that will not only accommodate the golfers but, also spouses and friends. Along with these three tournaments, the transit golf club officers are also planning our first charity shotgun tournament and dinner, possibly at Brookside, a number one course.

Finally, our next tournament will be at Mountain Meadows, Pomona, 10:00 a.m. on March 15 at a cost of \$25 (includes green fees, cart, trophies, and prizes). The deadline for all entries will be March 2. Mail membership dues or tournament fees to Jim Falcon, Schedules Department, 425 S. Main St., Los Angeles, CA 90013, and make checks payable to Transit Golf Club.

I hope to see all regular members plus any new players at our next tournament. Remember, it's the membership which makes a successful club.

— J. Falcon



## To Your Health

### Have a Heart with Yours

The heart is a hollow muscular organ lying slightly left of center of your chest. The sole purpose of the heart is to serve as a pump that controls blood flow to the whole body. As the blood circulates, it picks up oxygen in the lungs and delivers the oxygen throughout the body. The message here is to care for your heart because it has to work well for a long time.

The heart has four chambers, two atria and two ventricles; the chambers are separate and in the normal, healthy heart, blood back flow is prevented by an ingenious set of one-way valves.

Pumping action of the heart is controlled by a natural pacemaker which sends an electrical impulse to the muscles of the heart. Generally, the blood flow enters the top chamber (right atrium) then enters a bottom chamber (right ventricle) where it is pumped into the lungs. The flow returns from the lungs to the other side of the heart to the left atrium then to the lower left chamber where the blood is pumped into the general circulation (arteries).

This pumping action begins early in fetal development and ends when we die. In between, heredity and environment play a role if this marvelous bunch of muscle fibers works without a hitch or becomes subject to a variety of disorders that will interfere with what should be uninterrupted efficient service. (More on this subject next month.) Your heart is kept in good working order when you keep it free of disease and disorders.

There is enough information about heart disease to make many general statements; the greatest of these is that if heart disease runs in your family you must live preventively so as to ward off (as long as you can) the high possibility of heart disease. The only known ways to do this are by eating properly, knowing how to reduce the negative reactions to stress, and incorporating daily exercise as part of your lifestyle. It's hard work but think of the heart beating every minute, day, hour, without stopping. It's only fair payback because when you take care of your heart, it will take care of you!

#### Heart Attack Symptoms

- Uncomfortable pressure, squeezing, fullness, or pain usually located in center of chest behind the breastbone.
- Pain spreading to the shoulders, neck, or arms.
- Pain that lasts two minutes or longer, and may come and go.
- Pain that is not necessarily severe. In fact, sharp, stabbing twinges of pain usually are not signals of heart attack.
- Attack may include more severe pain, weakness, dizziness, fainting, sweating, nausea, or shortness of breath.
- An individual may deny a problem. It's normal for a person with chest discomfort to peg it to indigestion and to deny the possibility of anything as serious as a heart attack.
- People of either sex, of any age, whether or not they are undergoing

physical or emotional stress, may experience an attack.

Victims have a greater chance of survival if others act correctly within the first two minutes of heart attack signals. Plan ahead now: determine the medical facility nearest to where you live and work, post emergency rescue numbers, and learn the cardiopulmonary resuscitation technique (CPR).

#### Heart Facts from the American Heart Association:

- 42,750,000 Americans have one or more forms of heart or blood vessel disease.



by Elia Hager  
Visiting Nurse

- 37,430,000 American adults are affected by high blood pressure.
- 1,910,000 adults and 100,000 children in America have rheumatic heart disease.
- 1,870,000 Americans are dealing with the consequences of stroke.
- As many as 1.5 million Americans may have a heart attack this year... About a third of them will die.

## Salt Talks

Telephone the Mrs. Dash Sodium Information Center toll free for facts and advice on the salt content of a variety of foods — canned, packaged, frozen, and fresh — as well as foods sold at most popular fast-food restaurants. The Center, sponsored by the Alberto-Culver Company, which manufactures a line of salt-free foods, is managed by registered dietitians. Calls are taken Monday through Friday, 10 am to 8 pm Eastern Time. The number: 800-622-DASH.

1-800-622-DASH

## Smoke Outs

Kicking the habit is hard, but help is at hand. "Smoking: The Hows and Whys of Quitting," a new free booklet from the American Academy of Otolaryngology-Head and Neck Surgery, gives good advice and lists recommended counseling programs. For your copy, send a stamped, self-addressed business envelope to: "Smoking," AAO-HNS, 1101 Vermont Avenue, N.W., Suite 302, Washington, DC 20005.

## Division 3304 Adds Christmas Cheer to Seniors in Pico Rivera



Division 3304 chose to make a memorable Christmas for the seniors at the Bel-Air Retirement Home in Pico Rivera. Raising over \$800 in donations from Divisions 3304 and 3303 mechanics enabled the charitable crew to purchase games and recreational equipment for the residents. The Division 4 gift-givers included from left to right: Mary Vega, Stella Duncan, Harriet Porter, Ruth Mabe-Moreno, Michael Leahy, Danny Campos, and Gene Black.

Each year around the holidays, Division 4 employees scout their neighboring community in search of a deserving charity that they can support. After a thorough search in 1986, they discovered the Bel-Air Retirement Home in Pico Rivera. The home shelters 63 seniors of whom only five have family members who visit them regularly.

Word Processor Linda Hill discovered the house. After her initial visit, she encouraged the rest of the Division 4 Christmas Charity Committee, comprised of Stella Duncan, Harriet Porter, Ruth Mabe-Moreno, Diane Hahn, Mary Vega, and Mary Martinez, to see it for themselves.

The committee found the home had very limited recreational facilities and most of its residents' leisure activities were confined to TV viewing. The home's recreation staff had been trying for quite some time to raise the funds to purchase games and recreational equipment. Then along came Division 4. Almost overnight \$884 was raised, \$300 of which was donated by mechanics from Division 3, who were also notified of the retirement home's need.

With the money raised the committee members went Christmas shopping. They bought a VCR; ping-pong tables; cue sticks for pool; pool balls; games that included checkers, scrabble, Yatzee, darts, and horse-

shoes; four videos and blank tapes; three boxes of Hickory Farms gift packs; tins of popcorn; Christmas cookies; and poinsettias to brighten the home for the holidays.

In the afternoon of December 19, committee members, along with Superintendent of Equipment Maintenance Michael Leahy loaded their vehicles with the gifts and formed a caravan heading out to the home in Pico Rivera. Once at the home, the committee, with the aid of Mechanics Dave Biehr, Gene Black, and Manuel Gonzalez, and Utility A Danny Campos, brought the gifts to the residents who were waiting in the day room. As the gifts were unwrapped, the residents cheered and applauded. Superintendent Leahy told the residents, "It is a pleasure to come and share our gifts with you. It makes us feel very good."

Committee members Mary Vega and Harriet Porter offered plates of Christmas cookies to residents, while the home recreation leader led everyone in a verse of *Silent Night*. Judging by all the moist eyes among the residents, the many grateful thanks heard, their wishes to RTD employees for a Merry Christmas, the Division 4 Christmas Committee accomplished their mission — carrying the Christmas spirit to those less fortunate than themselves.

## Trivia Teasers

**MANY of the most beloved television characters are known only by their last names.**

However, they all had first names as well, although you seldom hear them mentioned.

For example, Pa Walton on the *Waltons* was really called John. Grandpa Walton's given name was Zeb, but you never heard it. And the teacher on *Welcome Back Kotter* was Gabe.

Now, test your knowledge by matching the following characters with their first names.

#### The Characters:

1. Mr. French on *Family Affair*; 2. Mr. Waverly on *The Man From U.N.C.L.E.*; 3. Mr. Phelps on *Mission*

*Impossible*; 4. Mr. Wilson on *Dennis The Menace*; 5. Mr. Peepers on *Mr. Peepers*; 6. McMillan on *McMillan And Wife*; 7. Judd on *Judd For The Defense*; 8. Kojak on *Kojak*; 9. Doc Adams on *Gunsmoke*; 10. Mr. Novak on *Mr. Novak*; 11. Dr. Gillespie on *Dr. Kildare*; 12. Detective Fish on *Barney Miller*; 13. Mr. Magoo on *The Famous Adventures Of Mr. Magoo*.

#### The Names:

a. George; b. Clinton; c. Quincy; d. James; e. John; f. Alexander; g. Leonard; h. Giles; i. Phil; j. Galen; k. Stewart; l. Robinson; m. Theo.

#### Answers

1. h; 2. f; 3. d; 4. a; 5. l; 6. k; 7. b; 8. m; 9. j; 10. e; 11. g; 12. i; 13. c.



# The Budget: Understanding the Process and the Document

by Larry Schlegel  
Acting Director of  
the Office of  
Management  
and Budget

At recent meetings conducted by General Manager John Dyer with all non-contract employees, he quizzed the audience regarding their knowledge of the District's Budget, the Short Range Transit Plan (SRTP) and proposed Metro Rail Alignments. This article represents the first in a series to better inform all District employees about the District's budget process.

The Southern California Rapid Transit District budget serves several purposes. Clearly, it is designed to serve as a policy-making tool for the board of directors, an expression of measurable goals and objectives for management, and an overview for citizens who may not be familiar with the inner workings of the District. The goal of this budget is to describe as clearly as possible the level of service provided by the District, the costs of the service, the proposed allocation of dollars, and the source of funds used to pay for the service.

The District's fiscal year runs from July to June. The budget process is cyclical, constantly moving from one phase to the next throughout the year. During the summer months, all departments are involved with implementing the recently adopted District budget. This involves appropriately allocating the approved dollars to each month in the fiscal year and creating newly authorized positions or deleting those that have been eliminated.

In the fall, the District prepares its capital program (buses, facilities, equipment) for future years, a process commonly referred to as the Capital Call. At the same time, work is started on the Short Range Transit Plan. The SRTP provides basic assumptions and policy direction for the preparation of budget submittals. We are currently at this point in the cycle.

To assist the departments in the preparation of their budgets and to ensure a uniform approach to policy matters, District management develops a Budget Manual which prescribes the budget development process. The Budget Manual is transmitted to the departments in January and the department budget requests are due to the Office of Management and Budget in late February. The Office of Management and Budget submits its recommendations to the Budget Review Committee (the general manager, the controller-treasurer-auditor, the assistant general manager for management, and the director of management and budget) in early April.

During April and May, the Budget Review Committee meets with each department. At these hearings, the department directors present their budgets and explain any proposed changes for the coming fiscal year. In addition, they describe proposed work plans for the fiscal year and discuss personnel and expenditure levels necessary to accomplish these plans. At the conclusion of the hearings, the general manager develops the proposed Fiscal Year Budget, which is presented to the board of directors in late May. Several sessions are held with the board leading to budget adoption in late June. This brings us

full cycle, back to the beginning of a new fiscal year.

The budget document is divided into six parts. Part One of this budget document is the General Manager's Message. In his budget message, the general manager outlines the recommended programs for the fiscal year and discusses important policies, proposals, and issues which will be facing the District during the year.

Part Two briefly describes the process leading to the formation and organization of the budget document. It concludes with a brief discussion of the implementation of management by objectives.

Part Three is a listing of District-wide Goals and Objectives which provides a common direction for each department.

Part Four contains charts and graphs summarizing this budget in several different ways. District operating and capital expenditures are displayed by department and by expense category, while revenues are summarized by source. In addition, three-year comparisons of both operating and capital expenditures by department are presented. Changes are

summarized by department, compared to the previous fiscal year budget, and itemized in detail. Total expenditures by department are identified including operating and capital. Part Four also includes program budgets for the Metro Rail Project and Accessible Service. These budgets afford a system-wide view of these interdepartmental programs.

Finally, a section on Trends in District Operations includes graphs showing ten years of data on costs, personnel utilization, and quality of service. Part Five outlines the activities of the various departments. Each department is introduced in a one-or two-page summary. Included are descriptions of the scope, goals, and major service objectives for the coming year. Also highlighted are significant changes which will result from the adoption of the budget. At the beginning of each department narrative is a table containing a summary of expenditures and personnel. Departmental expenditures are linked to levels of service by function. By viewing the functional costs, in addition to the costs by major expense category for each department, it is possible to

more clearly associate the services provided by the District with their costs.

Part Six defines terms and abbreviations used throughout the budget document. This listing should improve the understanding of the vocabulary used in the budget.

Your department head or division manager should have a copy of the *Fiscal Year 1987 Annual Budget*. You are encouraged to make the time to take a look and further your understanding of the District.

The District's operating budget for fiscal year 1987 is over \$500 million. The capital budget is almost \$300 million, including \$178 million for the Metro Rail project. It employs over 8,500 District workers and provides over seven (7) million hours of service while carrying approximately 480 million passengers. This equates to a cost per hour of \$68 and a cost per boarding of approximately \$1.05. Boardings per hour continue to exceed 65.

The next article on the District's budget process will examine the District-wide objectives.

## First All-Female Mechanics Class Celebrates Its One-Year Reunion

The 1985 graduating class of the first all female Bus Mechanic Training Program attended their class reunion at the Headquarters Building last December.

The 22 women who successfully completed the 42-week course, co-sponsored by the RTD, Los Angeles Unified School District, and the California State Personnel Board, were placed at various divisions within the District. Taught at Harbor Occupational Center, the program was the first of its kind to specifically target women as mechanic trainees.

On the job just over a year, according to Director of Personnel Gayel Pitchford, all of the women started as mechanic C's, and already four have advanced to B's. Remarkably, one of the four advanced to B after a brief four months.

Pitchford, who speaks commendably of the women, also recalls some of the uncertainties held by Louis Johnson, their shop instructor. "Mr. Johnson was a bear," she says. "He would growl, 'I'm never going to do this again. Never!' But, as the women progressed, his attitude changed 180 degrees."

Renee Navarre, one of the women of the graduating class, made mechanic B after a year at Division 5. She remembers Johnson, too. "When, he was hard, he screamed at me so bad one day, I told him to take that job and cram it. I went in the bathroom and cried and cried. But when I came back out, I told him 'I'm not gonna let you make me quit! When this is over I'll be the best damn mechanic you got! I was mad. But, then, afterwards, I saw what he was trying to do. Now, I'm going to the top as far as I can go,'" Navarre proclaims.

The experience was one that Johnson won't soon forget either. "We all fought on a daily basis," he recalls. "I felt I had a task in front of me because generally ladies aren't mechanically inclined, but they were more adept



Female Mechanics from the first Diesel Mechanics class jointly sponsored by the RTD, the Los Angeles Unified School District, and the State Personnel Board attended a first-year reunion at the Headquarters Building. The old classmates in attendance included, front row, left to right: Dolores Mulvihill, Sandra Square, Human Resources Analyst Michaela Pearce, and Connie Diaz. Back row, left to right: Renee Navarre, Lupe Ibarra, Diana E. Neal, Sondra Schumacher, and Instructor Louis Johnson.

than I initially thought. They had a great desire and did a fine job. I would have no reason not to give them a chance to fix my car, more so than some of the mechanics I'd have to deal with out in the street," he says.

Sondra Schumacher is also one of Johnson's students. Working out of Division 3, she became a mechanic B after just a few months on the job. Schumacher summed it up when she said that the program was a golden key, the stakes were high for most of the women who participated. "I was divorced after 21 years, and with two children. I was looking for how I was going to support myself. Now, for the first time, I can do that. It's so good to know you can take care of yourself."

As with any other job there have been problems for these women. It is reported that some of the problems have centered around a few of their male co-workers whose attitudes were unsupportive and chauvinistic.

One of the women admits that in the beginning she was alienated by her fellow mechanics. But all of that is changing now. The men are becoming more accepting of the women's abilities and skills. As Mechanic C Lupe Ibarra, Division 6, puts it, "It's had its ups and downs, but it's worth it. It's really worth it."

According to RTD Human Resources Analyst and Coordinator for Manpower Programs Michaela Pearce, who played a key role in the planning and implementation of the program, there was real concern on the part of RTD and everyone who worked on the development of the program. There was the concern that the program would become just another turnstile course where the students would find themselves unemployed again. "RTD never does that," Pearce states. "These women can now go anywhere and have a career. I think the program was an excellent one."



# Christmas at the District Brings

## Division 5

Transportation Division 5 celebrated Christmas on December 18 at noon with a catered meal that included ham, turkey, dressing, string beans, yams, salad, and a variety of deserts home-made by division employees. The hearty meal cost employees only \$1.

The train room was spruced up, the Christmas tree beautifully decorated, and each table was decked with a colorful tablecloth and a centerpiece of Christmas goodies. Manager Bill Griffin greeted the many operators who came for the mid-day meal. The atmosphere felt very homey and cozy.

The coordinator of the Christmas Party Committee, Albert Judson was pleased that the dinner came off as planned considering the time constraints on the operators as they juggled their work schedules against serving their fellow operators.

The committee included: Barbara Harris, Kathanette Turnipseed, Carolyn Colford, Curtis Shelby, Norma Hooker, Felix Pierce, Sharon Hardison, and Dwann Graham.

Operator Dwann Graham acted as dj, playing all the Christmas favorites requested by those in attendance. Graham, one of a set of identical triplets who work or have worked for the RTD, invited his brothers to the party. All of them have worked for Division 5 at one time. They recalled the many startled expressions on bus riders faces they received as the riders exited one brother's bus to enter another's. The brothers Dwann, Dwight, and Dwayne, posed for the *Headway* at the party.



Division 5 Manager Bill Griffin visits with his operators at the division's Christmas party on December 18.



The Division 5 Christmas Committee, from the left: Dwann Graham, Barbara Harris, Carolyn Colford, Sharon Hardison, Kathanette Turnipseed, Curtis Shelby, Norma Hooker, Albert Judson, and Felix Pierce.



The Graham triplets invite RTD riders to a double take, maybe even a triple take. From left to right, Dwayne, Dwann, and Dwight.



## Division 3308

Division 8 Mechanic A Frank Ceballos shows his Christmas artwork. Using waterbase tempera, Ceballos cheered up the interior of Division 8 by adding his Christmas touch to glassed areas. "I believe that pictures really lift the spirits," said Ceballos. Although it was his first year to decorate the halls, painting is Ceballos' hobby. He also studied commercial art at LA Trade Tech. Ceballos has been with the District for 15 years.

## Headquarters



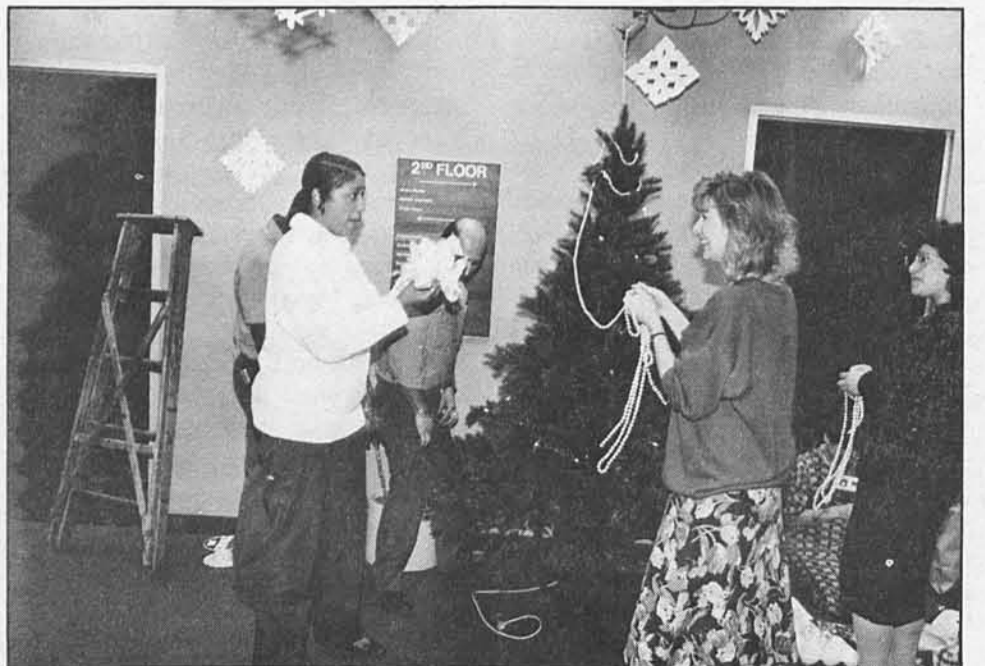
Security Pacific National Bank (Fourth and Main Streets branch) Vice-President of Operations Jean Simmons was asked to judge the Headquarters Building Christmas Tree competition. This is the second year in which Headquarters employees on each floor held Christmas tree decorating parties with an eye toward winning the floating trophy for best tree. The idea was conceived by the Headquarters Improvement Team in 1985. All the trees were donated to Skid Row families on December 22 along with toys and food-stuffs collected. The gift collection method for 1986 took the form of a Christmas tree tacked on the Recreation board in the cafeteria with "ornaments" which contained gift suggestions and the age group of the child who would receive the gift. Employees placed their gifts under the Christmas tree on their respective floor. This year Ms. Simmons chose the second floor Christmas tree, declaring, "It is unique from all the other floors. It looks like a winter wonderland." The hundreds of hand-cut snowflakes done by second floor employees could be greatly credited for creating that impression in the judge's eye.



The Fifth Floor loading their traditional tree with lots of goodies.



The Printing Department Christmas tree sprucers.



The Second Floor Christmas decorators created a "Winter Wonderland."



# Times of Sharing, Caring, and Partying

## Building on Main St.



It was a serve-yourself Christmas breakfast in 1986 for Headquarters staff.

## Division 3

Division 3 celebrated with an old-fashioned Christmas dinner on December 12 and a train room full of families with the Christmas spirit. Christmas Committee Coordinator Joe White said the division had been preparing a month beforehand for the holiday festivities. From the combined donations of RTD and the UTU, the committee purchased 10 turkeys, 10 hams, with all the fixings and yummy desserts. Toys were also purchased to help out Santa (Joe Sotra) when he made his appearance at the party.

A traditional raffle was held with such prizes offered as am/fm stereo cassette recorders, a telephone with a

built-in answering machine, and a stereo set.

Manager A.J. Taylor ran off to his office after dinner to finish wrapping presents for the committee members and his staff. "I am so proud of everyone. They pulled their assignments plus managed to prepare this party. So, this is just my way of saying 'thank you.' These people work real hard on this every year."

The 1986 Christmas Committee included: Michelle Taylor, Lila Estrada, Pat Graham, Virgil Wilson, Carol Proctor, Cynthia Ransom, Nellie Bernal, Joanne Johnson, Hillary Sheppard, Rick Ortega, Kris Sharp, and Joe White.

## South Park

Over 225 South Park mechanics spiffed up in their best evening finery, celebrated their Christmas party with a dinner at the elegant Almansor Court in Alhambra on December 19, 1986.

After dinner, the evening's formal agenda began when Superintendent Ken Miller greeted all the employees in attendance. Miller introduced special guests who included former Superintendent Bob Falvey and his wife Carol, Marie Moore, former ATU Local 1277 President Jerry Long and his wife Sandy, ATU Local 1277 Vice-President Neal Silver, ATU Local Vice-President Carlos Carrillo, Division 10 Manager Milo Victoria, BRAC Local President Oscar Gamboa, and the newly elected ATU Executive Board members Tommy Elisaldez and Lyle Fulks.

ATU Local 1277 Treasurer Mike Bujosa presented Ken Miller with a plaque given to South Park by the Brotherhood Crusade for achieving the greatest increase at a maintenance division with over 80 employees. Mike

and his wife Cynthia acted as host and hostess, greeting each employee as they arrived.

Other outstanding achievements were recognized, namely, the 38th wedding anniversary of Flood and Deola Washington. The couple were married December 19, 1948. Flood acknowledged his unusual first name came as a result of being born in his native Louisiana during a flood. Eldon Kelley, South Park's mechanic with the greatest seniority was also introduced.

With the formal introductions concluded, DJ Sam Saucedo dimmed the lights, struck up the music and the dance began with couples enthusiastically crowding the dance floor. A raffle was held with the first prize of a trip to Kauai going to Supervisor Jim Reynolds from the Electrical Units Section.

The party planners included Mike Bujosa, Richard Famighetti, Sam Saucedo, Alex Chavez, Neal Vredevelt, and Charleene Robertson.

## Division 15



The Hollywood High School dance troupe performed at Division 15's Christmas party on December 19. See story on page 13.



Division 3's Christmas party committee included (front row, left to right): Carol Proctor, Pat Graham, Joanne Johnson, Lila Estrada, Michelle Taylor, Nellie Bernal, and Joe White. Back row, left to right: Santa (Joe Sotra), Rick Ortega, unknown elf, and Hillary Sheppard.



Division 3 Manager A.J. Taylor and TOS Donna Higgins caught doing last-minute Christmas wrapping at the division's party.



South Park Mechanic A Flood Washington and his wife Deola celebrate their 38th wedding anniversary the night of the South Park Christmas party.



Former ATU Local 1277 President Jerry Long and his wife Sandy attended South Park's Christmas dinner at Almansor Court in Alhambra on December 19.



Christmas or not, it's always good to get in at least one game of dominos before a run.



# Herald-Examiner To Use RTD

## Editor's Note:

On January 5, the *Herald-Examiner's* managing editor, John Lindsey, agreed to an interview with the *Headway*. As managing editor, Lindsey is responsible for the news operation of the newspaper. Providing direction for news handling to the city editor, sports editor, financial editor, style editor—all must report to him. Lindsey grew up in San Pedro. He is a UCLA graduate who began working with the *Herald-Examiner* in 1971 as a copy clerk. Rising up the ranks from reporter, to copy editor, to news editor, he was named managing editor in 1981. He is 37 years old and resides in Los Angeles.

**Headway:** The coverage you have directed, the intense coverage (of RTD), it seems to me that it began in May, the middle of May 1986?

**Lindsey:** Yeah, spring of last year.

**Headway:** I'd like to know how you-you-perceive the RTD. I have a very clear indication how your reporters perceive us, that's pretty much drafted in the paper. But is that how you see us, as your newswriters describe us with regard to drug abuse, operators, our leadership, absenteeism, safety records, training, our budgeting, our expense keeping?

**Lindsey:** I guess the operative word is perception. We basically started an investigation in an area where we felt there were some problems. Since we've published our findings, the RTD acted to clear up the problems that were found. The RTD in its own investigation found similar problems and these have been addressed. I think it's very important to Los Angeles, particularly because it's such a huge city and transportation is vital, that whatever public transportation we have, and I feel it's inadequate, be safe and efficient. And, if it's a public company, supported by tax dollars, then there should be accountability there.

**Headway:** I still don't feel you answered my earlier question. I wanted to get more of an answer from the person John Lindsey, what your perception of the RTD is. Do you believe what you read about us in the newspaper?

**Lindsey:** Everything that's printed in the newspaper I believe. We don't print things that are not true. I do believe everything that I've read. And I do find it appalling. Things have been allowed to occur. I'm not saying every driver out there is bad. Like any business, or any operation, you're going to have a minority of people, or number of people who may be bad. But it's the responsibility of any company to police the agency, and therefore, if drivers are not licensed, or they don't have the proper license, if there's a problem with the number of accidents, problems due to substance abuse, it's up to the management to correct that. It doesn't seem to me that until we started writing about these things that anyone was really making a forceful effort to do much about it. It seems to be that now steps are being taken and perhaps it can be made more efficient, safer, and more responsible to the needs of Los Angeles.

**Headway:** How does it make you feel that you've played a pretty instrumental role in all of that, in causing the RTD to look inward, to make changes?

**Lindsey:** Well, I feel good about it. That's the job of a newspaper, to inform people, obviously, but, I think also to be part of a community that lives and serves people in that area. If

there's a problem with an agency, and it affects people who ride the buses, affects everyone who pays taxes, then I think what we've done is good. We've taken heat, but we feel we're doing a good job, and we'll continue to do a good job.

**Headway:** What kind of heat have you taken?

**Lindsey:** Oh, well, we take heat from some of the other media. Bill Stout on TV, in an item—I didn't hear it, I heard it second-hand—said it's time to lay off the RTD. We're not waging a vendetta. We've basically seen something that we perceive is wrong and we're trying to do the best we can to make it right again. And certainly because of what certain members of the board of supervisors, state legislature, have said, we're being vindicated. People are going to be held accountable for the management of the District. [See Bill Stout's editorial on page 11.]



**Herald-Examiner Managing Editor John Lindsey agreed to an interview with the *Headway*. Here he is shown in his office in downtown Los Angeles.**

**Headway:** How widespread do you believe the problems are that you've reported in your paper, that is, drug abuse, absenteeism, etc?

**Lindsey:** Widespread? I have no idea percentage-wise. Like I said, I'm sure a small percent. Then again, I'd have to go back over the stories to find out exactly what percentage of people we're talking about. I feel that in an atmosphere such as this, where the RTD has become such a focal point, that perhaps good drivers are getting a bad rap, and that's unfortunate, but that happens in any atmosphere like this.

**Headway:** Do you have plans to put any other public agencies under the same scrutiny as you put the RTD?

**Lindsey:** Well, yeah.

**Headway:** Which ones?

**Lindsey:** Well, we don't pick targets. We rely on...that's not...I'm sure a lot of people think we sit back here and say, 'let's go get the RTD,' 'let's go get the board of supervisors,' 'let's go get the county re-development agencies,' but we don't do that. If we get tipped, in the course of reporting some other story, or we learn there are, perhaps, problems with a public agency, we would start an investigation. We didn't throw a dart on the dartboard and it landed on RTD. We started the investigation, and it turned out...the story turned out to be much bigger than we envisioned. Basically, one of bus rider safety, and

that's as far as we thought it would go. As we dug deeper and deeper, all these other topics came up. It just kinda snowballed on us, too.

**Headway:** In a letter dated December 10, 1986, you requested files, reports, and other records of communication from District management. The subjects mentioned in your letter cover a wide range—absenteeism records, some very specific subjects with regard to maintenance and transportation. My question is, what are you looking for? It seemed like a real fishing expedition to me.

**Lindsey:** We don't fish. And I can't really discuss what we want the files for because that would compromise our investigation, but we don't fish, especially given the depth of our knowledge about the RTD. We have very specific needs. And it's a public agency so there shouldn't be any problem with getting the documents.

**Headway:** So what are your goals?

**Lindsey:** To make the RTD safe and efficient.

**Headway:** And by extracting those documents, that's going to help toward meeting those goals.

**Lindsey:** Sure. It helps us in preparing stories. It supplies us with facts.

**Headway:** I guess my question is, do you have a specific purpose in mind?

**Lindsey:** The purpose is as simple as helping the RTD become a safer and more efficient transit district. More responsive to the needs of the people who ride in it, and more accountable to tax-payers who support it. It's as simple as that. There's no hidden agenda, we're not on a vendetta. People have said, 'what do you want, what are you looking for?' and we're not looking for anything but what I just said. It's really as simple as that.

**Headway:** Is there anything that you think the RTD is doing right?

**Lindsey:** Yeah, sure. I don't think there's...I didn't say that I thought that the District is a wholly bad entity. I think given the transportation picture right now in Los Angeles, the RTD is doing a very good job. I think it's not enough, but that's not the District's fault. Certainly, I think one of the most stressful jobs in the world is driving a bus in Los Angeles, and it seems to me that the good bus drivers, and it's probably the majority, are doing a terrific job under a very trying set of circumstances. My quarrel is not with the good things, the good drivers and good managers, or the people on the board who are responsible and accountable. My problem is with things that are wrong, with managers that are not managing.

**Headway:** And who are those managers?

**Lindsey:** It's clearly evident based on the stories we've run.

**Headway:** You mentioned good managers and responsible directors, who are the managers who are not managing or the directors who are irresponsible?

**Lindsey:** Well, I mean, for instance...I don't want to name names. All you have to do is go back and look on the stories on expenses and you'll see some directors or former directors whose expenses have come into question, and they're questioned by some of their colleagues on the board, some of whom just are not

people who would spend in excess of what they feel they should. It's right there in the stories. I'm not one to deal with personalities. I don't deal with personalities in this thing. I've met Mr. Dyer, and I've had a meeting with Dyer and Jan Hall, Tony Fortuno [Director of Marketing and Communications], and Jim Smart [RTD News Bureau Manager] ... very nice meeting. They told us a lot of things about what the District is doing to remedy some of the problems and we had a general discussion about transportation and future transportation in Southern California.

**Headway:** It just seems to me that you're being coy with me.

**Lindsey:** I'm not coy.

**Headway:** You're willing to publish names in the paper...

**Lindsey:** They're in the paper. It's public...all you have to do is pick up the *Examiner*. Call your news bureau and ask to see the clips. You can find out the people we have problems with, or not, we have problems with, but have brought to light some things that we think could be problems and some people have found problems with them. Kenny Hahn has got some problems [with them], Antonovich...People have to understand, the *Herald* is not waging war on the RTD. We've seen some problems, we've brought them to light, it is not our job to police public agencies, and it is the duty and responsibility of the politicians, the people who are elected by the people who pay taxes to police those agencies.

**Headway:** Can you tell me what you think it would take to get an improved public image in the *Herald Examiner*? What would have to happen?

**Lindsey:** What do you mean? I'm not quite sure what you mean.

**Headway:** Many of the stories published are about the problems we've talked about. By necessity, what would have to happen so that we would have, so that people at the RTD, could read stories that were more positive?

**Lindsey:** The problems that have been brought to light would have to be resolved. If actions were taken, to resolve some of the problems, we would print stories that actions were being taken to resolve the problems that have been brought to light. I guess, in this whole thing, what's been hammered home more than anything is the old adage that you always kill the messenger. It's really not our fault or our problem. All we're doing is bringing the information. It's not false, it's all true.

**Headway:** While you may feel as though the community's saying 'kill the messenger,' what I see happening is, a phenomenon just as primitive—a need to do some blood-letting, mostly John Dyer's. Your paper has called for his resignation. And the thinking follows that when that's done all will be better. Do you really believe that? That all would be right if John Dyer were gone?

**Lindsey:** He's general manager and he's making \$118,000 a year plus all his expenses and all these problems....Do you deny the problems exist?

**Headway:** No.

**Lindsey:** Okay. It's his responsibility as general manager to, one, run the District as efficiently as he can and if he hasn't done it up to this point, then who's responsibility is it? If it's



# Stories As Entries For Pulitzer Prize

not his, who's is it? It's...we're not running around and we didn't go embark on this and say well, 'John Dyer is an ogre and should be fired.' Other people brought that up before we did. Whether it be in the administration in Washington, or any agency or company, if someone is responsible, given that responsibility to run something, if the thing is not run properly, then who else are you going to blame? He's the general manager and general managers run businesses. I don't know—blood letting? It seems to me that if someone...if you have an agency that's sick, you take a step to make it well again. I don't care how you do it. If they want to retain Dyer and Dyer can do it, let Dyer do it. Give him a chance. I don't know. It's not up to us. All we did was bring it out in the open. If the board of supervisors wants to do something about it, let them do something about it.

**Headway:** Are you aware or do you have any interest in the programs we have at the RTD, employee recognition programs, employee development programs, our accessible service program, operators who perform heroic actions?

**Lindsey:** Well, sure we're interested in...I guess whenever there's an extraordinary act by a bus driver, or a heroic act, we always do stories on that. It certainly...we're not totally committed to bad news. It just seems that most people aren't...most readers and people who digest information from the media see the bad news. Let me restate that. I don't think what we're doing is bad news. I think it's good news because it brings something out in the open and hopefully something will be done. I understand what you're talking about and certainly highlighting people who do good jobs, heroic deeds, may be newsworthy. Obviously it depends on what it is that's being done. You would have to come to me with specifics and say is this newsworthy?

**Headway:** How do you regard or feel about our rank-and-file employees who are out there doing a good job, doing their best and are subjected to much abuse brought about by all the publicity?

**Lindsey:** I think I spoke about that earlier. I think that the majority of the rank and file are doing a tremendous job given the circumstances, the circumstances being providing transportation for a very large, sprawling metropolis.

**Headway:** Do you want to say anything to RTD employees? This is your opportunity to say something to them.

**Lindsey:** I know that and what I would say, is what I said, that mostly you're doing a terrific job. When all is said and done, what we have done will benefit the rank and file because the problems will be cleaned up and hopefully the system will be more efficient, for instance the absentee problem. I know if you have an absentee problem, the people who come to work suffer. You work overtime. I don't know how it works with the bus system, but maybe you work different routes, but it's always harder on the people who come to work. But I think, we're not just doing this for the people who ride the bus, but the people who are within the transit district. We're trying to make the transit district more efficient, a better run agency. I think that can benefit the people who work

there. And I don't think I'm wrong. We're on the side of the people who are doing a good job. We're on your side. While it may seem it's an adversarial set-up and that the *Herald* hates the RTD, that isn't true at all. That just is not true. I'm sure it's hard to make people believe that.

**Headway:** I went to an operator's rally several months ago at the Sports Arena. You had some of your people covering it. Going through the crowd, taking pictures, people asked me who I was. They just wanted to make sure that I wasn't from the *Herald-Examiner*. I had to be clear with them that I wasn't, because I could feel the tension and the hostility behind the question.

**Lindsey:** Well, do people feel we're being unfair? Would they rather have the problems remain covered?

**Headway:** I think people are reacting to the reaction they receive from the public as a result of the publicity.

**Lindsey:** I understand that and



The RTD Board of Directors find themselves closely watched by news media.

no one likes criticism. It's hard to take it. If people criticize me, sure I'm going to be hurt, but either I'm going to react positively or negatively. If it's just criticism, hopefully, we'll all realize it and do something about it. It seems to me that that's how the RTD should react. That the criticism is valid, that people have not said it's not valid, then all that has to be done is right the wrongs, the tide will turn, people will again look on the RTD differently. I'm just not sure what the perception of the District on the part of people in Los Angeles was before we started our investigation. Certainly, there's a lot of people in Southern California who don't like the bus. Whether or not they're affected, or how much thought they give to the RTD, I don't know. Maybe it was just every now and again they'd get angry because a bus cut them off, some small incident like that. But...the criticism that has come about through our stories is criticism that I think should be taken in the right light. I also know people are not going to do that, ever. But it seems to me that sometime in the next few months that if all the problems are resolved or kept to a minimum, such as absenteeism, substance abuse, the management held more accountable for the way the District is run, the money is spent, then we would have done our job. And certainly we take criticism and it's not been easy for us at times, but we can't, as a newspaper, shy away from something because we've been criticized.

**Headway:** But when do you think all the poisons will hatch from the mud, so to speak...When will you conclude your investigation?

**Lindsey:** I don't know...I don't know what's left there to uncover. I guess it will all come out if there's hearings.

**Headway:** Do you think a grand

jury investigation is the next necessary step?

**Lindsey:** I'm not sure. Depends on what the board of supervisors has to do. I think whatever means is the most efficient and quickest. I would prefer the whole situation be resolved as quickly as possible.

**Headway:** Internally and by the present management we have?

**Lindsey:** Like I say, if the present management can do it, let them do it. It just seems a mystery to me why they haven't done it up till now.

**Headway:** This company, the *Herald-Examiner*, who owns it?

**Lindsey:** It's part of the Hearst Corporation.

**Headway:** Would that company be able to withstand the same scrutiny that you've put the RTD under?

**Lindsey:** I don't know. I guess the primary difference is that the Hearst Corporation is a private corporation. RTD is a public agency, supported by taxpayer's dollars, and therein is the big difference.

I'm not doing something to the RTD. We're reporting on a story. I think it's very simple, and I don't think that the emotions that have surfaced recently should cloud the issue.

**Headway:** Thank you for your time.

## Postscript

Two weeks after the interview, *Headway* followed up with more questions for John Lindsey regarding the *Herald-Examiner's* bid for a Pulitzer prize. The conversation follows below.

**Headway:** Rumor has it that the *Herald-Examiner* conducted its investigation of the RTD in hopes of winning the Pulitzer prize, is that true?

**Lindsey:** We enter all kinds of stuff. What happened in 1987 can't be entered into the competition.

**Headway:** What about the material you gathered in 1986. Are you entering that?

**Lindsey:** The RTD stories are an entry for the 1986 Pulitzer in the categories of Public Service and Investigative Reporting, but that's not the only reason why we conducted the investigation. We do not do stories to enter them in contests. We do stories to inform the public and perform a public service. If we feel the coverage warrants it, then we enter it in a contest.

## Channel 2's Bill Stout Takes *Herald* to Task

The following editorial by KCBS, Channel 2's political commentator Bill Stout, aired December 30, 1986 on the 6 o'clock news and is reproduced here in its entirety.

### OVER CRITICISM OF THE RTD

**BILL STOUT:** Yes, there has been plenty of sharp criticism of the RTD, a lot of it reported right here on Channel Two News, but criticism is one thing, and it's a useful part of a free society. When criticism boils over, though, into a kind of lynch mob hysteria, that's a whole different story, and it can be terribly unfair to the many decent honorable people who work for the RTD, but are ground up in the hysteria through no fault at all of their own.

The boss of the district, general manager John Dyer, presumably can take care of himself. He's been around the transit business and local government a good long time. Earlier this month when he was asked directly about stepping down as RTD chief he said he does not intend to resign, but if he did, he does not believe that would solve the problems of the district.

Today, the demand for Dyer's resignation came up again, said L.A. county supervisor Mike Antonovich. Dyer was not on hand to reply this time, but supervisor Deane Dana spoke up for him. Dana said the RTD's problems are not Dyer's fault. Dana blamed the cumbersome tangle of laws that created the system, a tangle put together by the state legislature, and getting rid of Dyer, said Dana, would only make things worse.

Antonovich referred to the continuing revelations in the news media of RTD problems, and he may have had in mind the latest exposé in today's L.A. HERALD, the story about theft from RTD fare-boxes. Now, that's an example of more unfairness. It says as much as two million dollars a year may have been lost to employee theft, though in smaller type, the RTD police chief is quoted as saying he doubts the total was that great, in much smaller type that was. And the rest of the story describes possible techniques of fare-box stealing by employees who actually handle the money.

Well, there are eighty-five such employees on the district payroll, a number not reported in the HERALD story. Seven arrests have been made the last year and a half, not all of them fare handlers, but all of them are tarred with the same sticky brush of suspicion and the kind of news story this city was treated to today. That isn't fair, not to readers who got only part of the factual side of the story, and not to the honest employee either.

**Headway:** Finally, has your circulation increased since May?

**Lindsey:** I think it has, I'm not sure. But I think it has gone up. I'm not quite sure on that. It hasn't been hundreds of thousands of papers.

**Editor's Note:** Actual circulation counts were given to the *Headway* by the *Herald-Examiner's* Circulation Department manager Bernie Strom. The *Herald-Examiner's* greatest circulation, 750,000, occurred before the 1967 strike against the newspaper. After the strike, circulation dropped to 300,000. Circulation audits of the newspaper are done twice a year. The figure for March 1985 was 237,424; for September 1985, 236,561. In 1986, the count in the month of March was 245,291; September 1986, 241,454.

**Headway:** Would it affect you in any way in terms of your future decisions if you were to know people out in the community, not connected with RTD, see your coverage as a bit much?

**Lindsey:** The thing is, people...I think a lot of that is based on emotion, an underdog thing...You always get people who come forward and say, 'geez, lighten up.' That's an emotional response. They're just saying that because maybe they feel it's too much. But I'm not quite sure they have the facts in hand. If there's problems, why shouldn't the problems be brought out in the open. This is not an emotional thing for us. This is a job we're doing. People have to understand the role of the press in society, and our role is to serve the people. And as hokey as that sounds, it's true. The way we do our job is to report things we find out, and that's all we're doing. That's just something I feel very strongly about, and that if people don't quite understand that, then certainly you can ask me—I'm not dealing at an emotional level with this thing. This is not a gut thing with me. And people will say, 'geez, haven't you done enough to the poor RTD.'



# RTD Cooperates with Training of First ECT Class

The first class of Electronic Communication Technicians trained in a program sponsored jointly by the RTD, Los Angeles Unified School District (LAUSD), and the State Personnel Board (SPB) was graduated from Abram Friedman Occupational Center on December 23, 1986.

class on the quality of their achievements. "Only two out of ten nationwide pass the rigorous FCC exam (Federal Communications Commission test for licensing). In your class everyone passed. You can be very proud of your accomplishments," said Hunt. Hunt told the graduates that



RTD participated in the training of electronic communications technicians. This first-of-its-kind program was sponsored through the Abram Friedman Occupational Center by the RTD, Los Angeles Unified School District, and the State of California Personnel Board. Here, the graduating class of 1986 await their certificates of completion on December 23.

Twenty-one students were selected from hundreds of applicants recruited by the RTD Employment staff. The nine-month training program began March 31, 1986, at the Abram Friedman Occupational Center in downtown Los Angeles.

The class was monitored by RTD Human Resources Analyst Michael Pearce who oversees District jobs programs and acts as RTD liaison with the State of California Personnel Board.

The intensive program was a pioneering effort by the three sponsoring agencies, with the State Personnel Board subsidizing the training at a cost of \$340,410. This was only the second RTD-initiated training program focused on nontraditional technical occupations for women; the first being an all-women's Diesel Mechanics Training Program successfully completed in 1985 through Harbor Occupational Center.

Upon graduation, the RTD hired seven members of the ETC class, while the State of California's General Services Department and the Los Angeles Unified School District employed the remaining 14.

As ECT trainees at the three different agencies, the graduates will be required to install, maintain, troubleshoot, and repair advanced communications, telephone, audio, video, and alarm system equipment.

The success of the program has been declared "phenomenal" by SPB Program Manager Bill Billingsley, the keynote speaker at the graduation exercise. "The beautiful part of this class is that it is a rainbow coalition—various ethnic groups and males and females comprise this class. As ECTs [they] have the opportunity to make a \$30,000 yearly salary in the first year following graduation. How many graduates of Harvard or Yale can claim that?" he asked.

RTD Assistant Director of Personnel Alvin Rice acted as master of ceremonies and introduced the platform speakers. Rice paid homage to the Abram Friedman Occupational Center for "encouraging our vision in completing this program."

The RTD keynote speaker was Electronic Maintenance Superintendent Richard Hunt, who praised the

they have only taken the first step of the journey in an ever-changing industry that mirrors the chosen theme of the graduation ceremony — "Your Future is Here."

RTD Director of Personnel Gayel A. Pitchford recognized many members of the class on their scholastic achievement as well as perfect attendance with the presentation of special certificates.

RTD Human Resources Assistant Woody Yee, responsible for the day-to-day administrative needs of the group, introduced the class instructor Charles Gwyn. Gwyn thanked all the family members in



RTD Assistant Director of Personnel Alvin Rice introduces the platform speakers at the ECT graduation ceremony. Behind Rice, from left to right: Gayel A. Pitchford, RTD director of personnel; Richard Hunt, RTD electronic maintenance superintendent; Bill Billingsley, program manager, Career Opportunity Development, California State Personnel Board; Rosietta Gibson, coordinator, Abram Friedman Occupational Center; Charles Gwyn, instructor, Electronic Communications Technician Class; James Figueroa, administrator, School Operations, Adult and Occupational Education Division, LAUSD; Dr. Lanny M. Nelms, principal, Abram Friedman Occupational Center.

attendance at the ceremony. "Without your support, we would not have the 21 graduates here today," he said.

Chosen as the student speaker, new ECT Blanca E. Montiel commented on the importance of the class for her. "The important lesson was sharing the good and the bad times. I found the class to be so special because of its humanity. We made the human factor rise above the bureaucracy," she said.

Certificates of completion were presented by James Figueroa, administrator, School Operations, Adult and Occupational Education Division, LAUSD. Rosietta Gibson and Dr.

Lanny M. Nelms, the coordinator and principal, respectively, of the Abram Friedman Occupational Center concluded the ceremony, inviting graduates and their families to a reception in their honor.

The freshly minted ECTs from the class of 1986 are Diane Acuna, Sharon Allison, Christie Bielby, Florin Blararu, Elvia Calderon, Dorothy Crawford, Aida Diaz, Gary Felix, John Ford, Margaret Gomez-Moe, Isai Miranda, Blanca Montiel, Elizabeth Montgomery, Bari A. McGruder, Mary Noguchi, Lillian Perez, Margarita Perez, Kathy Rardin, Sonia Rivera, Isabel Sanchez, and Cecilia Vasquez.

## First Open House

# Getting Acquainted With Employee Relations

The Employee Relations Department held its first annual open house last December, inviting all District employees to attend. Deliberately scheduled to kick-off during a week when many Christmas activities were planned throughout the District, the festive atmosphere proved to be a successful drawing card for the department's event. More a combined open-house and Christmas party, according to Labor Relations Manager Brenda Diederichs, about 200 employees were introduced to the department throughout the afternoon.

When the department set out to determine the most effective way to gain visibility, the idea of hosting a Christmas-Open House was suggested by Labor Relations Analyst Sonja Davis. Unions, department heads, managers, supervisors, all staff were invited to meet the staff of the Employee Relations Department. The department took this opportunity to explain the services offered by Employee Relations. "A lot of people get us confused with other departments like Employee Activities," Diederichs points out. "Because of this we decided to do something that could be open to the entire District."

Aside from lots of food and beverages, the department's staff also

provided a tour of the facility, explaining that under the umbrella of labor relations, many other services were available to employees. These include handling employee grievances and rights, management and supervisory rights, and contract interpretation. "A lot of times people didn't know where to look for assistance and we want to

make sure we're utilized," said Diederichs. "We haven't been exposed to people who just come to work everyday and don't have grievances, or may have them but don't know where to go. We made a lot of new friends who now know they can call us and it's okay. They won't get in trouble about it," she said.



Labor Relations Analyst Sonja Davis leads open house guests on a tour of the Employee Relations Department while explaining the services offered.



# Letters, Letters, Letters to the Editor:

Dear Editor:

In the attention showered upon the District by the media of late, we certainly are portrayed as an expensive operation. Hence, the word for the season is: cut costs.

Well, I have some expense-trimming ideas for you. They may appear startling; they may beckon the District down uncharted paths; they may even require mega-changes in our thinking. But, I'm convinced that we are in a time that calls for a willingness to try new things.

So, here they are . . .

1. Hire as bus operators only those who can drive a bus. "Must be 21 years of age and able to drive a bus" - so our revised recruitment material would declare.

That's not so far out. We hire as engineers only those people who know engineering. We insist that planners know how to plan. Why not require that bus operators know how to drive a bus?

We would then have a more seasoned applicant walking through the door. Those who can't perform would have been screened out. Only the most able and most determined would apply. No more flakes.

Our instructors would breathe sighs of relief. All they would need to do is to break in the new operators on their lines, and there would be some occasional retraining. But no more gut-twisting rides with trainees who barely miss parked cars and can't spot a bus without overrunning the curb. Best of all, the District would hand off operator basic training as someone else's responsibility, and we could pocket the savings!

2. Stop maintaining the buses. When they break down, don't repair them. Don't even tow in the bus that coughs to a halt in Beverly Hills, Downey, or wherever. We could sell off

those expensive tow-trucks, dispense with the services of at least 1100 mechanics and save a small fortune.

Lest you think that this means bowing to the norms of a throw-away culture with its toss-it-don't-fix-it ethic, read on.

As the number of b.o. buses scattered around Southern California would rise, so would public indignation, of course. Motorists would curse. Public officials would threaten. Irate citizens would pack the Board Room.

Ah, but we'd be ready for them. Marketing and Communications staff unleashes a media blitz. First, phase one: A TV spot announcement throughout prime-time viewing hours, with scenes at the Administration Building. The camera dollys in for a close-up of a senior District official, who is surrounded by stacks of large-denomination bills. With a sweeping gesture he challenges: "You fix the bus and we'll give you the bucks." Cut to an elderly-lady-from-Pasadena-type, walking jauntily away from the front entrance, cheerily waving a check. Fade to a solemn-faced commentator, who asserts, "Do it yourself - that's what's made this country great. And that'll keep those buses rolling."

Then, phase two. Testimonial ads appear in the daily press: full page pictures of a housewife, bank officer, or student, triumphantly displaying a check. Each is posed next to the open engine-compartment of a bus. The caption says: "I fixed it with a screwdriver and a piece of coathanger in 20 minutes!"

3. Stop cleaning the buses. Relegate bus washing to be a thing of the past. Only a very reduced crew of utility people would be needed to check the fuel, oil, and water. The District would reap another cost saving.

Buses would get dirty. All right, let them stay that way. Most patrons don't care if the bus hasn't been washed. All they want is to be able to see out of the windows. If they complain that the windows are too dirty, the operator could simply hand them a bottle of spray-cleaner and a paper towel.

Take the same approach to rid out trash on the floors. Each coach would be equipped with plastic litter bags; riders would be encouraged to fill them and take them home. Car-cards would feature the Raiders' Todd Christiansen and Howie Long, staring down at passengers. This time they pose, full litter bags in hand, and say, "We hate goldbrickers worse than Bears." The District could give prizes to the riders who collect the most trash.

There is a word for all of this. Maybe you've picked it up already. Its *privatization* - turning facets of our operations into the hands of private entrepreneurs. That's the bright, new trend in public transit, urged upon us by the Feds. It's a flag that we could fly.

Bold new moves like the ones that I suggest would put us in step with privatization. We'd even be at the head of the parade. UMTA would be delighted. The *Herald-Examiner* would confer editorial accolades upon us. And the Board of Supervisors would dance in the Hall of Administration.

Yours for a New Year of Savings,

Rog F. Rose

Dear Editor:  
Do not remember whether I filled out a poll for Headway magazine, but I do appreciate the magazine. I retired in September, 1968 and moved to Oklahoma. A bunch of years has gone by

and I'm still alive and kicking, maybe a bit feebly, but stumbling along, let us say.

I was never very high on the totem pole, but I enjoyed all of the 32 years, starting with the Motor Transit Company and ending with SCRTD. While looking over *Headway*, I am inclined to think I couldn't qualify as a Motor Coach Operator anymore, with the radio, exact change, and fares that exasperate the public, though everything else is equally high. Whoever thought I would pay \$6.95 for a jar of freeze-dried Folger's coffee? Or \$1.99 for a box of breakfast cereal? Or 75¢ a quart for non-fat milk?

And the years I worked for \$125.00 a month, and rent was \$25.00 a month. The same house would be around \$350.00 a month. Out here, that is. I have a friend in Georgetown—a reporter for CNN who works the Washington beat and pays \$1,400.00 monthly rent. To an 85-year-old that is mind-boggling. All of it.

I also enjoy the Retiree's Bulletin, and who is still alive. Very few names I recognize, anymore. Time takes care of us all. I am interested in when.

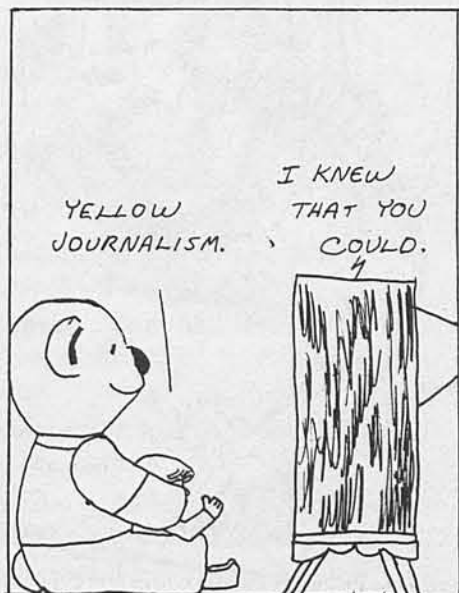
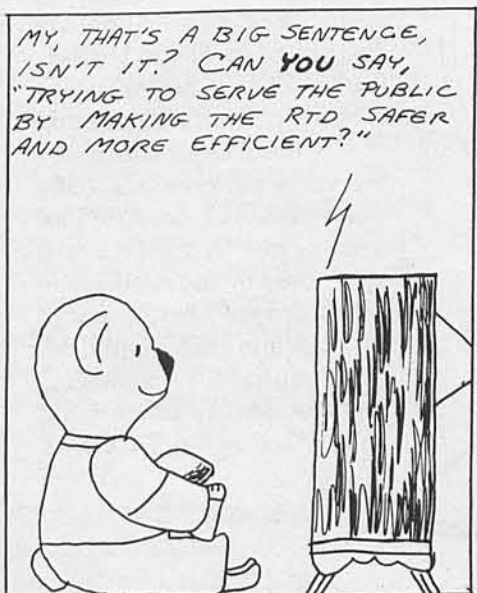
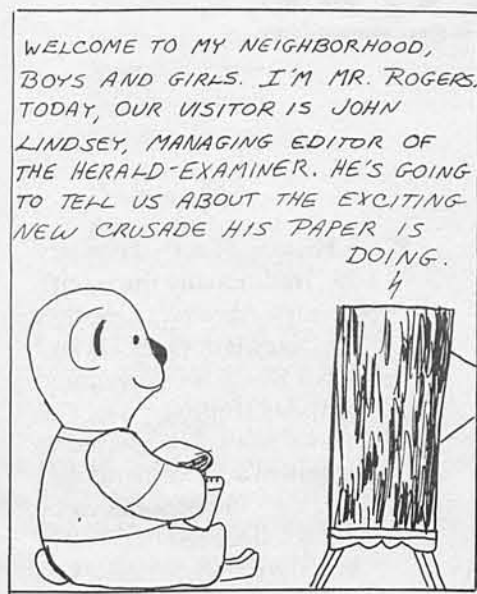
Hard times have hit Oklahoma. Banks closing, one after the other. Farmers going broke because it costs more to plant and harvest than they receive for their labor. Trillions of dollars for Star Wars, but nothing for the people who raise our food. Serving arms to our enemies, who, as someone suggested, will sell us the rope to hang us with.

Positive views are for the young, not the old, who view all with suspicions.

Happy New Year and best wishes for *Headway*.  
Lloyd V. Blackmore

## Sic Transit...

by Carolyn Kinkead



## Division 15 Christmas Party



Division 15 Santa (Robert Moore) was the most popular guest at the December 19 Christmas party.

Division 15, in Sun Valley, held its annual Christmas party last December 19, from 4 until 9 p.m. A Christmas buffet was served to all in attendance from 4 until 7 p.m. According to Transportation Division Manager Ron Reedy, Christmas Party Committee Coordinator and Operator Robert Buchanan spearheaded the coordination of this year's event, assisted by a host of other employees. "It was quite a success," Reedy said. "I've heard nothing but compliments about it."

Held primarily as a holiday affair for the employees' children, the highlight of the evening was Santa's spec-

tacular entrance among scores of anxiously awaiting youngsters. Lining up one by one to sit on Santa's knee, all the children received a special Christmas gift. According to some party-goers, Santa possessed an uncanny resemblance to Operator Robert Moore.

Entertainment from 7 p.m. to 9 p.m. included a live Country and Western band, a drill team performance, and several numbers by a Hollywood High School dance group. Assistant General Manager of Operations Robert Korach and Acting Director of Transportation Leilia Bailey, were on hand to enjoy the festivities.





# RTD Goes to the Movies

## Second Annual Rubber Chicken Award

### Our Rating System ...

- \*\*\*\*-Top of the line.
  - \*\*\*\*-Excellent; worth standing in line for.
  - \*\*\*-Average; best if you use discount tickets or bargain matinee.
  - \*\* -Fair; good try, but decidedly flawed.
  - \* -Poor; wait for it to hit video.
- BOMB-*Sword of the Valiant* with Miles O'Keefe (available on videotape for aficionados of bad movies).

### Brighton Beach Memoirs-\*\*\*

Neil Simon is an excellent writer, a master of comedy. At their best, his plays sparkle like a fine champagne. Unfortunately, the film version of *Brighton Beach Memoirs* has gone a little flat. I found it pleasant, but, like the old joke about Chinese food, an hour later I was hungry again.

A somewhat autobiographical piece about Simon's adolescence, it deals with a Jewish family in Brighton Beach, Brooklyn in 1937, and the struggles they face. There's not really a plot, but a series of events that deal with the problems various members have. As the teenager who plans to be a writer (if the Yankees don't want him), Jonathan Silverman turns in an adequate performance, but fails to give the part the bite it really needs. Even so, there is some good stuff here, and I'd classify it as a "rainy day" film, just a pleasant diversion for a day when there's nothing else to do.

### Little Shop of Horrors-\*\*\*\*

Essentially, Roger Corman was out to make a buck when he made *Little Shop of Horrors* back in 1960 on a shoestring budget and with a shooting schedule of two days. What lifted this particular film head and shoulders above the rest of the sleazy monster films that were being made at the time was an unusually well-written script that poked fun at horror-film conventions. It's become a cult classic through the years, and is the basis for the current musical version starring Rick Moranis and Ellen Greene. Like the original, this new film does not try to parody itself, but the genre from which it sprung.

Seymour Krelborn works in Mushnik's (God- and customer-for-saken) flower shop on Skid Row. An orphan, he lives in the basement and collects exotic plants as his hobby. One day, during a total eclipse of the sun, he buys a strange and unusual plant from an old Chinese gentleman (bad move), and takes it home. When it's put in the window, the plant attracts customers, but soon starts to die. Seymour tries everything, but it turns out there's only one thing the plant wants: blood. He feeds it, and the plant gets bigger and hungrier, demanding more blood and meat-fresh meat. You get the picture.

Rick Moranis is Seymour the nebbish, and Ellen Greene is Audrey, the girl he loves from afar, but who loves Orin Scrivello, D.D.S., a sadistic dentist, played by Steve Martin. Orin loves pain, particularly other people's, and Steve Martin almost steals the film with his number extolling the joys of his profession ("You'll be a dentist/

You have a talent for causing things pain"). Vincent Gardenia is Mr. Mushnik, and Bill Murray has a small part as Arthur Denton, the masochistic patient (originally played in 1960 by a very young Jack Nicholson). There are three girls named Crystal, Chiffon, and Ronette to sing doo-wah backup to the numbers in the style popular with the girl groups of the sixties, but the real star of the movie is Audrey II, the plant from outer space who wants to take over the world. With a voice supplied by Levi Stubbs of the Four Tops, Audrey is a fantastic creation that really has to be seen to be believed. Frank Oz (the voice behind Miss Piggy) directed, and while the film is uneven in a few places, it doesn't really hinder. If you like old horror films (and I don't mean the blood and guts ones), you should enjoy *Little Shop of Horrors*. Just don't forget to feed your plants when you get home.

### 1986 in Review

1986 was a good year for film, with a fair number of crowd pleasers in the lot. There were also a number of turkeys, but we wouldn't have movie critics if all movies were good. So, what follows below is a personal list, not necessarily the "10 Best," but ones that I especially enjoyed.

**Top Gun**-Tom Cruise and Kelly McGillis; a marvelous film, with the flying sequences as the icing on the cake.

**Karate Kid II**-Ralph Macchio, Pat Morita; the year's best sequel, picking up the story of Daniel and Mr. Miyagi where the original left off. All sequels should be this good.

**F/X**-Bryan Brown, Brian Dennehey; took a standard plot (good cops, bad cops, innocent patsy) and loaded it up with all the gadgets at a special effects expert's command. I recently viewed it again, and it's just as good the second time around.

**Star Trek IV: The Voyage Home**-William Shatner, Leonard Nimoy; the continuing voyages of the crew of the *Enterprise* just seem to keep getting better and better. Maybe that's because they give the audience what it wants.

**Peggy Sue Got Married**-Kathleen Turner; the latest film by Francis Coppola (he's dropped the Ford), was another heart-warming story, with incredible attention to detail.

**Crocodile Dundee**-Paul Hogan; G'day, mate.

**Ruthless People**-Danny de Vito, Bette Midler; at times flawed and contrived, but still hysterical.

**Ferris Bueller's Day Off**-Matthew Broderick, Mia Sara; just fun. No social statement, no deeper meaning. Just fun.

**The Name of the Rose**-Sean Connery, Christian Slater; so I'm a sucker for medieval monks, murder, and mystery.

**Ran**-Akira Kurosawa's latest epic. A Japanese retelling of King Lear, it's a film of powerful visual imagery.

**Howard the Duck**-Okay. So no one else liked it. I read the original comic book, and I felt that this was a funny adaptation which retained the hard-edged spirit Steve Gerber intended when he created the character.

Other small favorites were *Sweet Liberty*, *Water, Highlander*, and *The Great Mouse Detective*.

Now for the part people really seem to enjoy: the Second Annual RTD Goes to the Movies Rubber Chicken Award, celebrating what went wrong. We didn't have howlers like *Red Sonja* or *King Solomon's Mines* this time around, but there were some stinkers out there.

**Pirates**-This is now out on video. *Do not rent it*. An appallingly unappetizing film by Roman Polanski with Walter Matthau obviously only doing it for the money.

**An American Tail**-Beautiful animation, stupid story. At the theatre, half-way through, one child asked loudly, "Is it over yet?" Out of the mouths of babes....

**Mona Lisa**-A film that keeps acting like it's going somewhere, but never does. Ironically, Bob Hoskins is probably going to be nominated for an

Oscar for his performance in this overly artsy movie.

**Blue Velvet**-This made many people's "10 Best" lists, but it rubbed me the wrong way, and made me want to deliver director David Lynch's rubber chicken on his head.

**Brazil**-Another overly artsy film that made the critics' lists. Terry Gilliam couldn't seem to decide if he was doing comedy or drama. The result is uneven and often boring.

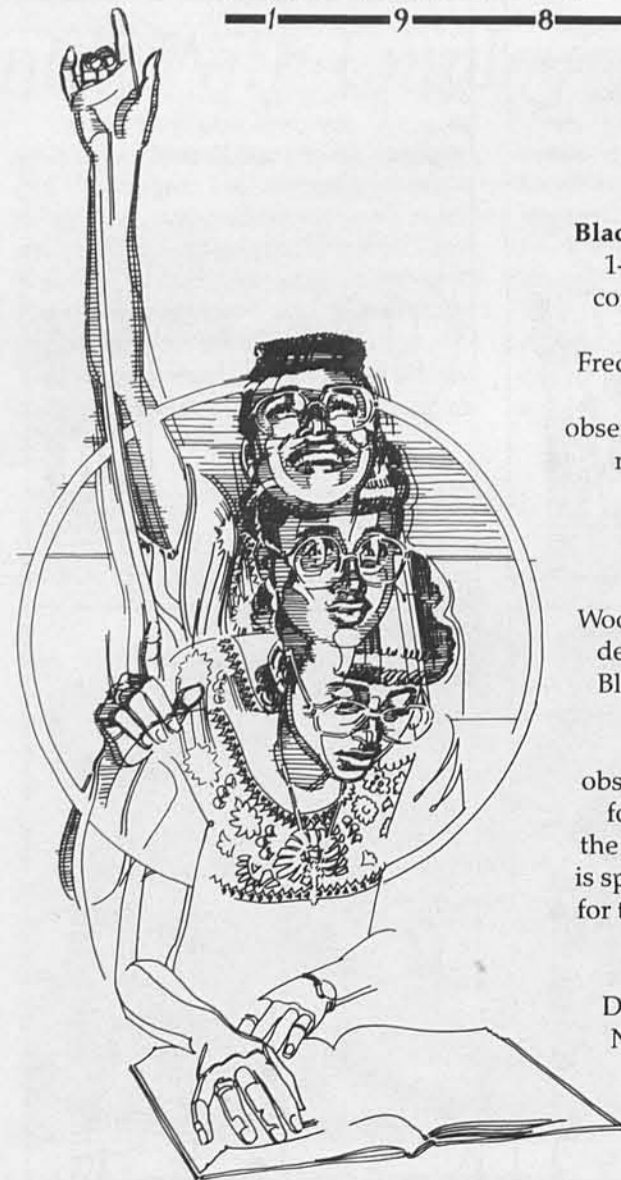
**Tai-Pan**-Rubber chicken to the De Laurentis organization for trying to condense James Clavell's epic (in size and sweep) novel into 2 hours, 17 minutes. Where's a mini-series when you need it?

That's it for 1986 in review. With the current turn-around from theatre to video being six months, most of these films are already available for home viewing; a few have even made it to cable. Next month is Oscar time, and the column will be spotlighting Academy Award nominees, both domestic and foreign. This should be fun; I haven't agreed with the Academy in years.

-Carolyn Kinkead

# BLACK HISTORY MONTH

1987



**Black History Month.** February 1-28. Traditionally the month containing Abraham Lincoln's birthday (February 12) and Frederick Douglass's presumed birthday (February 14). The observance of a special period to recognize achievements and contributions by Afro-Americans dates from February 1926, when it was launched by Dr. Carter G. Woodson and others. Various designated for Negro History, Black History, Afro-American History, Black Heritage and Black Expressions, the observance period was initially for a week, but since 1976 for the entire month of February. It is sponsored by the Association for the Study of Afro-American Life and History, Inc., W. Leanna Miles, Managing Director, 1401 Fourteenth St., NW, Washington, DC 20005.



# COMMENDATIONS & SCHEDULE CHANGES

## COMMENDATIONS

### Division 1

Surko, Thomas P.

### Division 3

Bailey, John W.  
Coleman, Oscar L.  
Gianuzzi, Louis A.  
Turrentine, Freddie L.  
Valdes, Timothy M.

### Division 5

Decatur, Clark D.  
Simpson, Buford

### Division 7

Brownlee, Donald L.  
Goldstein, Norman  
Mills, Gregory J.  
Oliver, Joe F.  
Shelton, Janet S.  
Washburn, Dennis  
Williams, Donna F.

### Division 8

Dorais, Dollard A.  
Reed, Michael G.  
Stark, Steven

### Division 9

Brawley, Bruce E.  
Cooper, Katherine J.  
Cota, Joe J.  
Lewis, Lowell B.  
Ramirez, Philip

### Division 12

Cuellar, Frank  
Ferrell, Robert  
Gibson, Darrell R.  
Llewellyn, Melvin L.  
McLaughlin, Edward P.

### Division 15

Benjamin, Roosevelt  
Byren, Patrick  
Jenkins, Alva P.  
Pinales, Fernando

### Division 18

Dean, Gregory L.  
Dolphin, Edward

## CHESS GAMES

The OCS-GATOR'S Chess Championship of 1987—Beginning Sunday March 22, 1987, and continuing every Sunday thereafter until each participant has played every other player once. Starting time is 9:00 a.m. every Sunday morning. Time control is forty (40) moves in two (2) hours. Bring your own chess sets and a clock if possible. Prizes will be given to winner. A \$6.00 entry fee will be required at the door, \$5.00 if paid in advance. Send or bring entries to John Dover—Radio Dispatch Department. Location—32, 4th Floor, 425 So. Main Street. L.A., CA 90013. For information contact Don C. Lautenbach, Radio Dispatch extension 6111, or 3426. Who will be the Chess Champion? Play and find out. It might be you!

**OCS GATOR'S Chess Tournament**  
Date: March 22, 1987  
Time: 9:00 a.m. to 5:00 p.m.  
Location: RTD Cafeteria—3rd Floor.

## SCHEDULE CHANGES

**Alvarez, Dora M.**, from Operator Trainee Part-time to Operator Part-time.

**Bell, Gloria, J.**, from Operator Trainee Part-time to Operator Part-time.

**Bilbrew, Bennie**, from Operator/Extra Transit Operations Supervisor to Transit Operations Supervisor.

**Bitner, Duane E.**, from Operator Trainee to Operator.

**Bowden, Carmel**, from Utility B to Utility A.

**Brewer, William**, from Programmer to Programmer Analyst.

**Burns, Rosario P.**, from Operator Trainee to Operator.

**Carter, Caroline**, from Operator Part-time to Operator Trainee.

**Clements, Ronald E.**, from Operator Trainee to Operator.

**Corbin, Thomasina**, from Operator Part-time to Operator Trainee.

**Cross, Stella S.**, from Operator Trainee Part-time to Operator Part-time.

**Cruz, Ray**, from Operator Part-time to Operator Trainee.

**Dayhaw, Patricia L.**, from Payroll Clerk to Accounts Payable Clerk.

**Delawyer, Kevin L.**, from Operator Trainee Part-time to Operator Part-time.

**Dotson, Kim N.**, from Operator Part-time to Operator Trainee.

**Duarte, Robert**, from Operator Trainee Part-time to Operator Part-time.

**Duff, Darby E.**, from Operator Trainee Part-time to Operator Part-time.

**Elias, Richardo F.**, from Operator Part-time to Operator Trainee.

**Fernandez, Evelyn**, from Temporary Typist Clerk to Typist Clerk.

**Filoteo, Rolando B.**, from Operator Trainee to Operator.

**Gero, Andrew**, from Payroll Clerk to Revenue Clerk.

**Goemaere, David**, from Mechanic B to Mechanic A.

**Hardy, Warren E.**, from Mechanic C to Mechanic B.

**Haynes, Larry S.**, from Operator Trainee Part-time to Operator Part-time.

**Huziar, Jesus E.**, from Operator Part-time to Operator Trainee.

**Huybrechts, Danny A.**, from Operator Trainee Part-time to Operator Part-time.

**Lam, A.**, from Operator Trainee Part-time to Operator Part-time.

**Lopez, Rose M.**, from Operator Trainee Part-time to Operator Part-time.

**Marroquin, Jose A.**, from Mechanic A to Mechanic A Leader.

**Medina, Robert R.**, from Operator Part-time to Operator Trainee.

**Montoya, James**, from Inventory Control Supervisor to ASRS Coordinator.

**Morrow, Mary K.**, from Operator Part-time to Operator Trainee.

**Nacianceno, Manuel**, from Operator Trainee to Operator.

**Navarro, Phillip K.**, from Operator Trainee to Operator.

**Ojeda, David**, from Operator Trainee Part-time to Operator Part-time.

**Orcasitas, Rita J.**, from Operator Trainee to Operator.

**Patterson, Tommy L.**, from Operator Trainee Part-time to Operator Part-time.

**Podrasky, Paul B.**, from Mechanic B to Mechanic A.

**Richards, John M.**, from Operator Part-time to Operator Trainee.

**Rodriguez, Carlos R.**, from Operator Trainee Part-time to Operator Part-time.

**Sanchez, Richard S.**, from Operator Trainee to Operator.

**Sampson, Gregory L.**, from Operator Part-time to Operator Trainee.

**Scott, Ernest**, from Operator Trainee Part-time to Operator Part-time.

**Simiele, Anthony J.**, from Mechanic B to Mechanic A.

**Simpson, Maurice**, from Operator Trainee Part-time to Operator Part-time.

**Sims, Ernest**, from Operator Part-time to Operator Trainee.

**Solis, Claudio R.**, from Operator Trainee Part-time to Operator Part-time.

**Smith, Virgie M.**, from Operator Part-time to Operator Trainee.

**Stasinos, Nick C.**, from Payroll Clerk to Data Processing Clerk.

**Trinidad, Ernesto A.**, from Operator Trainee to Operator Part-time.

**Ulloa, Jose J.**, from Operator Part-time to Operator Trainee.

**Villa, Manuel P.**, from Operator Part-time to Operator Trainee.

**Vu, Johnny H.**, from Operator Trainee Part-time to Operator Part-time.

**Walker, Herbert E.**, from Operator Part-time to Operator Trainee.

**Walker, Wendy L.**, from Operator Part-time to Operator Trainee.

**Williams, Roscoe L.**, from Operator Part-time to Operator Trainee.

**Williams, Thomas**, from Operator Part-time to Operator Trainee.

**Zamora, Frank R.**, from Operator Part-time to Operator Trainee.

## IN MEMORIAM

**Fredrickson, Earl W.**, began with the District August 17, 1945, passed away November 21, 1986.

**Hightower, Raymond M.**, began with the District October 27, 1922, passed away December 5, 1986.

**Myers, John J.**, began with the District November 24, 1952, passed away December 14, 1986.

**Shepherd, Jerry**, began with the District July 20, 1986, as an Operator, passed away December 6, 1986.

## BIRTHS



Born to Transit Police Investigator Sue Bailey and her husband; their first child, a son, Richard William Bailey III, December 4, 1986, in Upland. Richard weighed 6 lbs., 11 oz., and was 20½ inches long. Of her first-born, Sue said, "I love him, he's great. He's my little angel. I enjoy him so, I wish I'd done this 20 years ago."

Born to Division 12 Operator Susie Scott and her husband Instructor Luke Scott; their first child, a son, Luke Scott II, July 18, 1986, in Lakewood. At birth, Luke weighed in at 5 lbs., 2 oz. and was 18 inches long. "We think he's the best thing that ever happened," said the proud parents. His father, especially, thinks he's "the most precious little guy in the world."

## REUNION

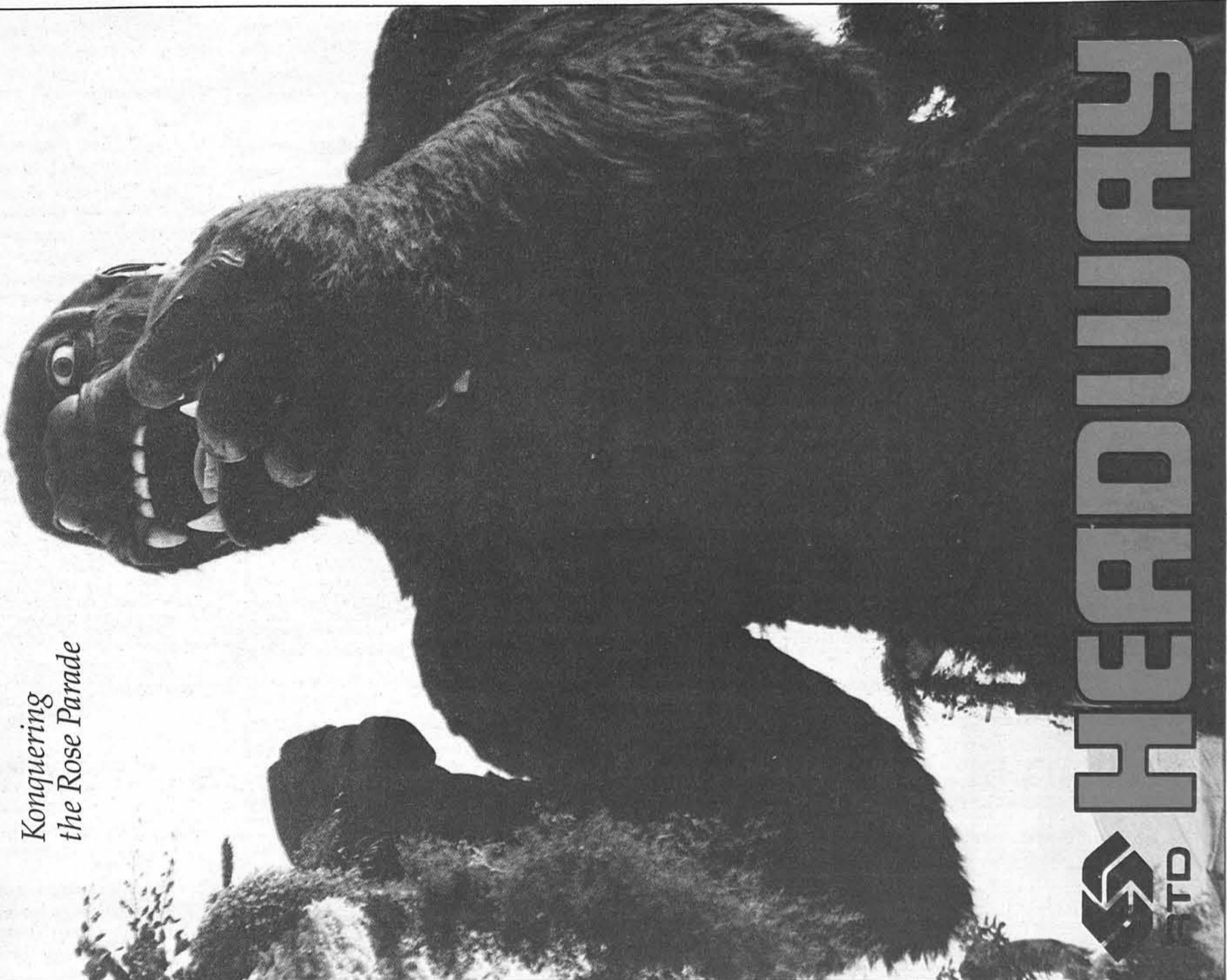
Jesse Davis is an operator at Division 7 in West Hollywood, he is also a producer-director-writer-cameraman. Since buying his first home movie camera in 1970, Davis became enchanted with movie making and went on to produce five feature films.

In all of his films (entitled *Till Death Do Us Part*, *The Soulfather*, *Just My Imagination*, *The Black Connection*, and *Maniac*), Davis cast RTD operators. Some of his lead actors included Harvey Parnell, John Legan, Dobie Gillis, Ralph Washington, Dan Wilson, Clarence Adams, George Anderson, Ken Austin, Aubrey Echols, Lloyds Bluford, Pervies Ary, Deborah Evins, Pat Moore, Ralph Gilmer, Brenda Davis, Aminah Mahmud, Ray Duncan, Wes McCarns, Clyde Spears, Ken Itakaki, and Larry Hale.

Davis called it a wrap on his last film in 1974, but this year he is interested in reconnecting with his RTD players with the hope of sparking a reunion. All those actors and actresses from the Davis Repertory are requested to get in touch with him at 213/936-2363 or 213/292-6306. He isn't saying, but just maybe Division 7's movie mogul has some reel plans for the future.

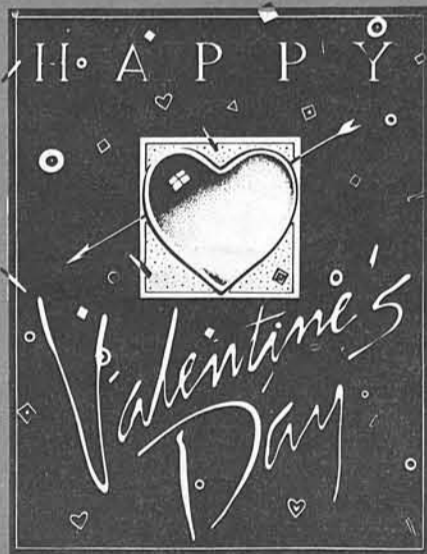


Konquering  
the Rose Parade



**HEADWAY**  
FTD

Recreation News  
February — March

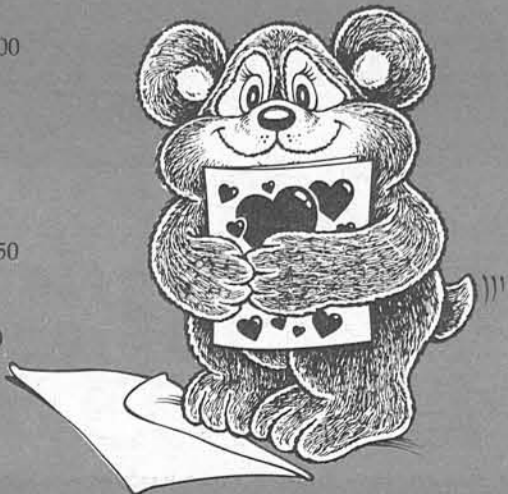


March

- 1 Lakers vs Wichita \$6.00
- 3 Kings vs Minnesota (Senate) \$18.50
- 4 Lakers vs Seattle (Colonnade) \$9.50 (Senate) \$30.00
- 7 Lakers vs Cleveland (Senate) \$30.00 (Colonnade) \$9.50
- 8 Kings vs Vancouver (Senate) \$18.50
- 9 Clippers vs Lakers \$10.00
- 10 Lakers vs Denver (Senate) \$30.00 (Colonnade) \$9.50
- 11 Kings vs Buffalo (Senate) \$18.50
- 12 Lakers vs Portland Senate \$30.00 (Colonnade) \$9.50
- 13 Lakers vs Kansas City \$6.00  
Freddie Jackson - Universal Amphitheater \$17.50
- 14 Kings vs Quebec (Senate) \$18.50
- 15 Lakers vs Clippers (Senate) \$30.00

February

- 16 Kings vs Toronto (Senate seats) \$18.50
- 17 Lakers vs Washington (Senate) \$30.00 (Colonnade) \$9.50
- 18 Kings vs Washington (Senate) \$18.50
- 21 Kings vs Philadelphia (Senate) \$18.50
- 22 Lazars vs Tacoma (Senate) \$10.00
- 23 Stroh's boxing (Senate) \$10.00
- 24 Kings vs Winnipeg (Senate) \$18.50
- 25 Lakers vs Phoenix (Colonnade) \$9.50 (Senate) \$30.00
- 26 Kings vs Winnipeg (Senate) \$18.50
- 27 Lakers vs Golden State (Senate) \$30.00
- 28 Lazars vs Cleveland (Senate) \$6.00  
Catalina Cruise Whalewatch  
Long Beach Landing \$6.00 (adults)



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

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**HEADWAY**  
FTD

Published monthly for the employees and retirees of the Southern California Rapid Transit District.

Editorial input and suggestions welcome. Deadline for receipt of editorial copy is the 5th of each month. Send black-and-white photographs only, please. Requests for photographic coverage of District events must be preceded by 72 hours notice.

Mailing address: Headway, 2nd Floor, 425 South Main Street, Los Angeles, CA 90013.

**Mary E. Reyna, Editor**

**Staff Writers:**

Kathi S. Harper,  
Stephanie Keyes, Carolyn Kinkead  
and Luanna Urie