

HEADWAY

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RTD



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General Manager Resigns

General Manager John A. Dyer resigned as head of the RTD effective January 31, 1988.

Dyer made his announcement at a press conference on October 9 accompanied by RTD Board President Jan Hall. Mrs. Hall told the press that Los Angeles owes Dyer a debt of gratitude for his work in making the Metro Rail a reality and she commended him for his efforts in the past year to put into place a number of reforms that have made RTD service better and safer.

The RTD Board intends immediately to launch a nationwide search to select a replacement for Dyer and will announce the selection of interim management this month.

Until the end of January Dyer will concentrate on completing the environmental impact statements for MOS-II of the Metro Rail Project.

Dyer said he concluded, before the governor took any action on the reorganization bill AB 18 (see page 2 for related story), he would stay on to smooth the transition to a new agency if the governor allowed AB 18 to become law. "In the event of a veto, I concluded I had to leave," said the general manager. He said that over the last year he felt he had become a "lightning rod" for criticism and scrutiny in areas over which he had little or



RTD General Manager John A. Dyer resigns

no control. "I felt that this lightning rod effect would only worsen if I stayed. The RTD Board and District employees don't need any more efforts by others to undermine and criticize the RTD."

With the veto of AB 18, Dyer felt the RTD Board needed the breathing room to establish new policies, new programs, and a new management. "And, personally, I don't think it would be in my best interest to continue taking everything that has been thrown at me over the last several months."

During his six-year tenure at RTD, Dyer succeeded in bringing funding and political support to the Metro Rail Project which officially began construction September 29, 1987 while managing one of North America's largest bus service operations.

Dyer said he is confident the RTD has a bright future because the need for improving and expanding public transportation is so great in Los Angeles and because the District has so much to contribute to that need.

RTD Receives \$123 Million in Metro Rail Funds

As a result of action taken October 5 by the Urban Mass Transit Administration, RTD will receive \$123 million in federal funds for Metro Rail.

The funds will be used to help build the first segment of Metro Rail, already under construction and which will run 4.4 miles downtown from

Union Station to MacArthur Park.

Including the October 5 grant, RTD has received \$510 million from the federal government for the first segment. RTD Board President Jan Hall said, "Thanks to so many people, Los Angeles' much-needed subway is becoming a reality. Special thanks are due the bipartisan team of U. S. Senators Alan Cranston and Pete Wilson and Congressmen Julian Dixon, Glenn Anderson, Ed Roybal, David Dreier, and Carlos Moorhead. Los Angeles will be a better place to work and live, partly because of the efforts of these men."

The \$123 million was allocated for the subway project in the 1987 Transportation Appropriations bill.

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a reality."



Metro Rail construction site at 7th and Bonnie Brae Streets. Workers complete welding on an earth hopper which will load the muck encountered from excavation work.

Governor Vetoes Reorganization Bill

by Roger Slagle
Acting Director of Federal,
State and County Liaison

Just hours before his midnight deadline on September 29, Governor George Deukmejian vetoed Assembly Bill No. 18, which would have combined the Southern California Rapid Transit District and the Los Angeles County Transportation Commission into a new Metropolitan Transportation Authority of Los Angeles County (MTALAC). The bill's authors, State Senator Alan Robbins and Assemblyman Richard Katz, pledged to bring the issue of transportation reform back to the Legislature early next year. In his veto message the Governor said:

"In order to succeed where existing entities have failed, the new Authority should not be burdened by statutory constraints in such areas as labor relations, business participation goals, transit revenue allocation formulas, and personnel decisions. I would welcome legislation next year which would eliminate these impediments while retaining the many good features of this legislation."

During its ten-month legislative history, AB 18 survived many political setbacks. For instance, the Senate initially rejected AB 18; yet, when reconsidered the measure passed.

Subsequently, the Assembly failed to concur in Senate amendments which would have partially exempted members of the MTALAC Board of Directors from the Political Reform Act. The Senate dropped the exemptions (which had been vigorously opposed by the California Fair Political

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Practices Commission) and returned the bill to the Assembly. Assembly concurrence during the final hours of the 1987 Legislative session sent AB 18 to the Governor.

Immediately after the Governor's veto, Mayor Tom Bradley called for a transportation "summit" to discuss remedies for the transportation challenges facing Los Angeles County. The participants will discuss both legislative and non-legislative approaches to transportation reform, achieving consensus if possible.

The Governor's veto message appears in its entirety below:

I am returning Assembly Bill No. 18 without my signature. This bill would abolish the Southern California Rapid Transit District (SCRTD) and the Los Angeles County Transportation Commission (LACTC) and would create, instead, the Metropolitan Transportation Authority of Los Angeles.

Unfortunately, the Authority created by this bill would inherit many of the same problems which plague existing service providers. If I were to have signed this bill, it would have raised false expectations that the transit service would improve. In reality many of the differences between the old systems and new are of a cosmetic nature.

This measure contains language which prohibits the chartering or contracting out of transportation services. I do not believe it is wise to prohibit options designed to promote competition and cost savings. I am also concerned that this legislation does not provide sufficient flexibility to the new agency to allow it to effectively manage its resources, personnel, and programs. For example, independent municipal bus systems within the county are guaranteed their proportionate share of transit funding until 1992, thus denying the

Authority the discretion to make the best use of available resources. Also, the legislation would require the new Metropolitan Transit Authority to assume all of the SCRTD's and LACTC's "duties, obligations, and liabilities," including all labor contracts and pension obligations previously negotiated by the SCRTD. Finally, certain provisions of this bill would exclude specified LACTC and SCRTD employees from consideration for positions in the new Authority, thereby placing the state in the inappropriate role of intervening in local decision-making authority.

AB 18 reduces
the representation
of 82 cities

I have been urged to veto this bill by nearly 100 Mayors and City Councilmen elected to represent the people in cities throughout Los Angeles County. They are concerned that AB 18 seriously reduces the representation of 82 cities in the County and that it does not address the fundamental transportation issues facing the people of Los Angeles County.

(Final paragraph appears in the body of the story above.)

Cordially,
George Deukmejian

Headquarters Sustains Damage from **QUAKE**

It will take some time before the harrowing memories of October 1's earthquake fade. District personnel and property fared well considering the jolt of the 6.1 temblor. From the safe perch of time and distance it appears the lessons of Earthquake preparedness training paid off with most employees responding calmly. The concern and regard employees showed for each other helped everyone get through the experience.

Following the earthquake, the Bus Facilities Department formed inspection teams to assess damage. Chief Engineer Phillip Meyers said engineers were sent out to all divisions in the hard-hit areas. These included Divisions 1, 3, 5, 7, 9, and 16. "The only site that showed some damage was Division 9, but it was non-structural damage or not significant," said Meyers. He said the new CMF sustained a few superficial cracks but basically held up well.

The entire Headquarters Building Complex was evacuated immediately following the quake. An inspection team tour examined the buildings (411, 415, and 425 S. Main Street and 124 West Fourth Street) and recommended that personnel could work in the 425 and 415 buildings but not in the 411 and the 124 buildings.

The owner of the building was contacted by Chief Engineer Meyers.



Security Guard Anastacio Puente points out damage in the stairwell of the 411 Main Street Building.

The owner's representatives inspected the building on October 2 and agreed the 411 and 124 should not be occupied. The owner will be required to perform a detailed structural analysis of the 411 and 124 buildings that should be available this month.

Based on the recommendations, Facilities Maintenance Director Ed Walsh began to formulate a plan for relocating personnel from the 124 West Fourth St. and 411 South Main Street buildings. The departments and per-

sonnel relocating include the following:

Marketing and Communications Department, formerly on the second floor, 415, to the CMF—Main Administration Building.

OCPM—Contracts, formerly on the fifth floor, 415, to the CMF—OCPM Office.

Employee Relations, formerly on the fourth floor, 411, to the CMF—Building 3/Lunchroom.

Rail Operations, formerly on the third floor, 415, to the CMF—Building 1/Mezzanine.

Passenger Relations, formerly on the fourth floor, 411, to the second floor, 415.

Passenger Information, formerly on the fourth floor, 411, to the second floor, 415.

Planning, formerly on the fifth floor, 124 and 415, to the fifth floor on 425.

Facilities Maintenance & Operations—Electrical Shop, formerly on the first floor, 411, to the fourth floor, 415.

Facilities Maintenance & Operations—Administrative Services, formerly on the first floor, 411, to the fifth floor, 415.

Facilities Maintenance & Operations—General Services, formerly on the fifth floor, 411, to the fifth floor, 415.

Community Relations, formerly on the fifth floor, 415, to the Lankershim building.

Transportation—Labor, formerly on the fifth floor, 415, to Division 2 Transportation Building.

Data Processing, formerly on the fifth floor in 411 and 124, to the fifth floor in 415 and Division 4.

Risk Management, formerly the fourth floor, 124, to the CMF—Building 5/Lunchroom.

Safety, formerly on the fifth floor, 411, to the CMF—Building 5/Lunchroom.

Metro Rail, formerly in 411 and 124, Program Control and Construction to the Barker Building, 818 7th Street; Systems Design and Analysis to
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The fifth floor library and information center got all shook up during the quake.

600 Spring Street; and Insurance Administration to 548 South Spring Street.

Transportation General, formerly on the third floor, 425, to Division 2 Transportation Building.

Stops & Zones, formerly on the first floor, 411, to Division 2 Transportation Building.

Customer Relations, formerly on the fourth floor, 411, to the third floor, 425.

Inspector General, formerly on the sixth floor, 124, to the Lankershim Building.



Metro Rail Real Estate Representative Ceci Melanson packs up and moves out of the 124 Fourth Street Building.

Plan for the Papal Visit Results in Miraculous Operation

With well over 400 District personnel working together and along with other public agencies, the Pope's visit was judged an overwhelmingly smooth success.

The District rerouted 125 lines and added extra buses to five lines for Pope

On September 16, service was increased on Line 635 to Dodger Stadium where the pontiff held his second public Mass.

In preparation for the pope's visit, the District produced a 30-second public service announcement



Pope John Paul II and Archbishop Roger Mahony.

John Paul II's motorcade through downtown Los Angeles and public Masses at the Coliseum and Dodger Stadium.

Extra RTD service was added on Lines 40, 81, 200, and 204 on September 15, the day of the first of two papal Masses.

Bus service on lines that normally crossed through downtown was temporarily turned back at the outer edges of the Central Business District.

Costs for providing the added bus service were offset by a \$300,000 allocation by Supervisor Kenneth Hahn from Proposition A transit sales tax funds.

welcoming the Catholic leader to Los Angeles. The message was distributed to local television stations. It encouraged employers to do whatever they could to revise work schedules and deliveries and to grant time off to employees to relieve congestion.

In addition, a 50-person team composed of District personnel provided assistance and answered questions for those using buses to view the motorcade and/or attend the Mass at the Coliseum on September 15.

This team, known as the major incident re-
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...Papal Visit

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sponse team, stationed its members to key locations along the length of the 7.3-mile motorcade route and site of the first papal Mass.

Traffic coordination during the visit was handled cooperatively among the Los Angeles Department of Transportation, the Los Angeles Police Department, the California Highway Pa-

"The visit went off much better than anybody had anticipated... his whole stay was a huge historical success."

trol, the Papal Visit Office, the U.S. Secret Service, and the RTD. Members of the RTD Papal Visit Committee included: David Dominguez, chairman; Transit Police Lt. Jerald Morin, Communications Coordinator Fran Curbello, Scheduling Director Art Leahy, Planning Manager Steve Parry, Senior Planner Russ Wilson, Associate Counsel Lynne Thompson, Marketing Director Alice Wiggins, OMB Senior Analyst Ellen Friedman, and Community Affairs Representative Lupe Valdez.

"The visit went off much better than anybody had anticipated," said Papal Visit Communications Coordinator Fran Curbello. "His whole stay was a huge historical success. All the expertise the RTD gained from the 1984 Olympics came back. Most every department was impacted and each, especially Operations, Control and Services, put in long, hard hours to make this work," she said.

Transit Experts Grade RTD's Performance Action Plan

A panel of three transit leaders met at the Headquarters Building on September 9 to evaluate the RTD's record on performance improvement in the last six months. Their assessment constituted a peer review said General Manager John A. Dyer.

Dyer introduced the Performance Action Plan in February to improve public confidence in the RTD's ability to deliver effective service following a rash of complaints and criticisms in the commercial press regarding drug abuse, absenteeism, driver licensing violations, accidents, and travel expense abuses during the second half of 1986.

Thirteen performance elements were selected and a series of specific baseline measures were established. Performance was evaluated by comparing each month's reported results against the baseline data in light of the specific plan objectives. The 13 elements included travel expenses of the general manager and staff; complaints and corrective action; accidents and safety; alcohol and drug abuse; driver licensing; absenteeism; service quality, cleanliness, and maintenance; management's emphasis on controlling bus operations; operating

costs; employment practices; internal review and evaluation by inspector general; elderly and disabled transportation; and bus operations on heavily-traveled corridors. An independent, objective audit of management performance had been done on a monthly basis by Price Waterhouse and reported to the Los Angeles County Transportation Commission.

Sitting on the peer review panel were Louis Gambaccini, general manager of the Port Authority of Trans-Hudson Corporation, New York; Alfred

"There is substantial evidence of achievement of your goals and improvement across the board."

Savage, general manager of the Niagara Frontier Transportation Authority in Buffalo, New York; and John Simpson, president of the Fluor Daniel Venture Group Inc., formerly the general manager of Denver and New York City's transit systems. Also invited but unable to

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The Pope approaches 3rd and Broadway Street in his popemobile.

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The panel of transit experts grading the RTD's performance included, from left to right: President John Simpson, Fluor Daniel Venture Group Inc., formerly general manager of the Denver and New York transit systems; General Manager Louis Gambaccini, Port Authority of Trans-Hudson Corporation, New York; and General Manager Alfred Savage, Niagara Frontier Transportation Authority in Buffalo, New York.

make the meeting because of their own agencies' preemptive emergencies were Carmen Turner, general manager of the Washington D.C., Metropolitan Area Transit Authority and Alan Kiepper, general manager of the Houston Transit Authority. Joining the transit leaders at the noon meeting were General Manager John A. Dyer and the executive committee of the RTD Board of Directors including Vice-President Carmen Estrada, Director Ken Thomas, Director Joseph Dunning, Director Charles Storing, and Director Erwin Jones. Earlier in the morning, the transit officials heard in-depth presentations from RTD staff detailing their methods of implementing the performance plan.

Initiating the commentary from the panel, Louis Gambaccini said he was very impressed with

the progress the District had made in six months. "There is substantial evidence of achievement of your goals and improvement across the board," he said.

John Simpson praised the District's "people-oriented" approach to absenteeism. "What you have done here will be of lasting value in the years to come because of the personal relationships that have been institutionalized in this process."

The panel recommended that the District narrow its focus from the 13 performance indicators to those critical factors necessary to deliver quality service as a regional carrier. "This constant reporting—my own private business wouldn't tolerate this...this paralysis by analysis," said Simpson. The elements of prime importance as recommended by the panel

included: safety; drug and alcohol abuse; service quality, cleanliness, and maintenance; and absenteeism. Other recommendations included the need to reduce the age of the bus fleet. The panel agreed that the miles between road calls doesn't give an accurate picture of the District's health if the age of the buses isn't taken into consideration.

Finally, the panel recommended that the report card method of measurement should be abandoned as it might be too simplistic. RTD Director Erwin Jones, in a friendly rebut to the panel, said after many years of using the report card method [Jones is a former school superintendent] he found it to be the most useful for basic understanding. "I understand your recommendation, though. In some ways the report card was like an apology—your

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friends don't need it and your enemies don't believe it," said Jones.

In concluding, Gambaccini said, "You are

moving in the right direction with the right momentum. Now is the time to go forward from your accomplishments."

Progress charted by the performance measurement was noted in many areas, among them were:

*Monthly travel expenses were reduced by 40 percent.

*Complaints by major categories were reduced between 12 and 42 percent during the six-month period.

*Greater than expected savings resulted from effective control of alcohol and drug abuse.

*Monitoring of drivers licenses was extremely effective and a computer-based driver license monitoring system was completed and made operational at less cost than anticipated.

*Greater than expected absenteeism reduction occurred as a result of efforts by staff, employees, and the unique joint labor-management committees which saved the District an estimated \$1,510,000.

*On time pull out rate objectives of 99 percent were met.

*The cost per revenue service hour was effectively controlled.

*There was improved service reliability and quality to the elderly and disabled.

General Manager Dyer commented that an excess of \$5 million was saved through the enormous efforts of District employees. "This just goes to show you what 8,000 employees can do when they put their shoulders to the wheel," he said.

City Replaces RTD Service on 10 Bus Lines

RTD service on 10 bus lines was replaced by private carriers under contract to the City of Los Angeles beginning in early October.

The lines serve the San Fernando Valley, West Los Angeles, and the South Bay.

The bus schedules, bus stops, and routes will remain unchanged. The private carrier will continue to accept RTD tickets and monthly passes indefinitely but RTD employee passes are not accepted.

"These lines are being operated as part of a demonstration program to maintain service to the community. Because of the excellent cooperation by the City, County, RTD, and the Los Angeles County Transportation Commission, the regional system will remain intact. The riders will not suffer any interruption in service," said General Manager John A. Dyer.

Effective October 5, the City assumed operation of the following RTD commuter lines: 413, 419, 423, 430, 431, 437, 438, 448, 686, and 147.

RTD currently is continuing uninterrupted service on the following lines under contract with Los Angeles County until private carriers can assume service. These include: 192, 194, 291, 293, 492, 494, and 685.

RTD Mechanics Go Back to School

The Maintenance Department in concert with the Opportunities Industrialization Centers of Metropolitan Los Angeles, Inc. began an intensive mechanic training program at old Division 2's (16th and San Pedro Streets) Instruction Department on September 21.

The initial training will require a 5-day, 40-hour week. The thrust of the training is electrical/electronic in order to meet the high-tech demands of the 80's and because the RTD has determined that 80 percent of its mechanical failures involve electrical problems. Intermediate and advanced training classes are to be phased in at a later time.

The Opportunities Industrialization Centers, Inc., (OIC) the organization that is providing the training, is a nationwide network of employment training programs that has been in operation for 22 years. The specific program developed by OIC to train the mechanics is called the Urban Mass Transit Resources Training Program and is funded by the Office of Civil Rights of the Urban Mass Transportation Administration (UMTA).

In order to assess needs, OIC tested RTD mechanics in the first shift at each division. It was found that 30 percent of the mechanics tested were

deficient in reading and mathematics skills. OIC will offer the mechanics a mathematics and reading program which they may attend voluntarily on their own time. The technical skills training is offered on company time, and thus, attendance is mandatory.



Maintenance Instructor Willie Michael introduces mechanics to the typical electrical system on their first day of class in the Mechanic Training Program which began September 21.

Opening the first day of class, Director of Equipment Maintenance Rich Davis said that the department was committed to training 700 mechanics this year. "The first rail car arrives in 18 months. We need to get ahead in electrical/electronic development if we want to stay ahead of the game," said Davis. He noted that most modern transmissions and engines are now computer controlled and required continuing educa-

tion for competent maintenance. "Learn as much as you can," he told the mechanics. "We need you, this is serious for us. Our goal is to be the very best. And, the best way to challenge our critics is to be Number 1 in the transit industry."

Superintendent of Maintenance Tony Chavira termed the training an "up-grade" program. "The District has evolved into a high-tech environ-

ment. With the procurement of the double-deckers and the new 1100s, you've got a bus that functions under three computers," said Chavira. He mentioned that many RTD mechanics with seniority started at the District when the 4801s were being used. These buses had 38 wires at most, the headsigns were the roll type, and an engine could be shut down by a toggle switch.

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Today, most of the fleet include air-conditioning, the engines are electronically controlled, the wheelchair lifts are electronically activated, and the charging systems have gone from 12 volts to 24 volts. These technological developments demand more sophisticated knowledge, skill, and abilities on the part of the Maintenance personnel said Chavira.

By up-grading the skill levels of all long-term mechanics, Chavira said they can compete with the advanced requirements of rail technology and the District gains by retaining mechanics with a wealth of skill.

"I'll be out there actively campaigning among the mechanics to take advantage of this training.



Director of Equipment Maintenance Rich Davis (left) and Superintendent of Maintenance Tony Chavira (right) welcome the mechanics to class.

I want to see more mechanics that are a threat to me. I started out as a C mechanic, went to school, and worked my way up. I want to see the rest of them nipping at my heels," said Chavira. He plans to tie the training to the Maintenance Personnel

Qualifications Standards (MPQS) established to create a system that ensures that each employee is receiving adequate training in the skills required to perform the job effectively. The standards document the employee's progress and training re-

ceived. "If an employee wants to promote from Mechanic C to B to A to supervisor to senior supervisor, he or she will need to get signed off on these various courses. This is a way for us to measure ability," he said.

By up-grading the skill levels...they can compete with the advanced requirements of rail technology

Instructors for the classes include Willie Michael and Chuck King among others from the OIC staff. Classes are offered to all shifts.

Former RTD Board President Neusom Named to APTA Hall of Fame

Thomas G. Neusom, past president of the RTD, was named to the American Public Transit Association's (APTA) Hall of Fame. APTA is the international organization representing the transit industry and is headquartered in Washington, D.C.

This special honor is reserved for individuals who have made outstanding contributions to the transit industry on a sustained basis. Neusom was inducted posthumously at a special ceremony during APTA's Annual Meeting

For individuals who have made outstanding contributions

on September 29 in San Francisco.

During his tenure, Neusom was a strong proponent of the El Monte Busway and effectively supported transit on the

local, state, and federal levels. Neusom was also a founder and chairman of the Conference of Minority Transportation Officials.

"Tom Neusom provided the dynamic leadership to push for better transit not only in Los Angeles but throughout the nation. His record in minority affairs and civil rights is an inspiration and model for the industry," said APTA Chairperson Reba Malone [board secretary, VIA Transit, San Antonio, Texas].

Open Enrollment 1987

Have you been considering changing your medical plan? Does your dental insurance no longer meet your needs? Do you need to add family members to your insurance plans? If your answer to these questions is yes, then open enrollment is just for you.

December is open enrollment month for all UTU, BRAC, and Non-Contract employees. During open enrollment, you have the opportunity to change your medical and dental coverages. For Non-Contract employees

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...Open Enrollment

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all enrollment changes must be received in the Personnel Department by December 28, 1987. All UTU and BRAC employees should submit their changes to their insurance representatives. All changes become effective January 1, 1988.

Open enrollment meetings for Non-Contract employees are scheduled to be held in the Board Room at the Headquarters Building on December 9 and December

15, 1987. You can attend either the 9:00 a.m. or the 1:30 p.m. presentation on one of the above dates.

All open enrollment meetings for BRAC employees will be held in the Headquarters Cafeteria. Annie Sillifant will be there to meet with BRAC employees. Exact times and dates will be posted prior to the meeting. Meetings for UTU employees will be held at the Divisions. Bob Schneider, Administrator of the UTU/SCRTD Health and Insurance Trust Fund will have representatives at each

operating Division. Exact dates and times will be posted on District bulletin boards. Open enrollment for ATU employees was held in October. Please get your changes, if any, into your representative as soon as possible.

A tentative agreement has been reached with the members of the Teamsters Union regarding medical and dental coverage, and, at the time of this writing, Teamster employees will no longer participate in the Non-Contract medical and dental plans. Employees who are members of

the Teamsters will be provided coverage by the Teamsters Health and Welfare Fund.

Negotiations are currently underway with the District and PORAC, and, the issue of insurance coverage has yet to be resolved.

Additionally, it is important that all employees who now have the Allstate medical coverage attend one of the Non-Contract meetings. There will be some changes in that plan. As of this time, we have not completed negotiations with Allstate.

COMTO Meeting Features EEO Manager

The Conference of Minority Transportation Officials (COMTO) monthly meeting featured Dorothy Davis, RTD Equal Employment Opportunity Manager, as the main speaker on September 23 at Irwin's Restaurant in downtown Los Angeles.

COMTO-Los Angeles Chapter President Cherri Williams opened the meeting and introduced special guests who included Assistant General Manager for Operations Robert Korach and Marvin Rogers, president of Financial Services among others.

RTD Real Estate Manager Velma Marshall introduced the speaker who has long been involved with civil rights issues. Ms. Davis comes to the RTD from the Orange County Department of

Fair Employment and Housing, where she served as District Administrator.

Ms. Davis gave a brief overview of the functions of the District's Equal Employment Opportunity Office. The RTD as a public agency is regulated by several federal laws that govern employment. These include Title VII of the Civil Rights Act of 1964, Age Discrimination in Employment Act of 1967, Fair Employment and Housing Act, and Executive Order 11246 (which provides authority for Affirmative Action programs). In all matters relative to equal employment opportunity and affirmative action, the RTD is monitored by the Urban Mass Transportation Administration.

The RTD's Equal Employment Opportunity Department monitors the District's activities and ensures that personnel policies and procedures are in compliance with Equal Employment Opportunity (EEO) laws and regulations.

Ms. Davis told her audience of the seriousness with which she treats EEO matters. "There are a lot of dollars involved—both directly and indirectly. A discrimination complaint is a serious matter—it involves accusing someone of breaking the law," said Ms. Davis.

Ms. Davis presented the group with statistical data to give them an idea of the District's status in terms of EEO.

—72 percent of the District's workforce is



Equal Employment Opportunity Manager Dorothy Davis.

minority as compared to a 60 percent minority population in Los Angeles County. Most of these minorities appear to be concentrated in the bus operator and clerical classifications.

—There is an underrepresentation of minorities and women holding key positions such as division managers, department heads, and executive
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Moncivais Named Operator of the Month



Division 8's Gilbert C. Moncivais was named RTD Operator of the Month for August.

Moncivais has been an operator for more than 31 years and has never missed a day of work due to illness. He has received the maximum amount of merits awarded to an operator with an outstanding performance and safety record, as well as numerous letters of commendations from his division manager and the pub-

lic.

"Gilbert Moncivais is a model employee," said Assistant General Manager for Operations Robert Korach. "He sets a standard of excellence for all our operators to follow."

Moncivais drives line 154 which travels between Northridge and Burbank; and express line 426 which travels between Chatsworth and downtown Los Angeles.

Moncivais is married and has two children and seven grandchildren. He resides in Canyon Country. His hobbies include reading and traveling.

The Operator of the Month award is presented in recognition of courtesy displayed, excellence of operating and in appreciation of the goodwill such courtesy and thoughtful service create for the District.

...COMTO

...continued from page 10 staff. For example, out of 12 executive staff members, there are three minorities, including one Hispanic and two Blacks. There are also two females.

—Looking at salary grades 19 and above, there are approximately 70 employees, including 20 percent minority and 8 percent female. This breaks down into 9 Blacks, two Hispanics, and three Asians.

Ms. Davis said while there had been some ac-

complishments, additional strides have to be made. "While much of the intensity of the early Civil Rights Movement has faded and its vitality gone, equal employment opportunity is not an obsolete issue. It is the law and even though there is certainly room for improvement, employers such as RTD cannot afford to allow discrimination to exist in the workplace."

Ms. Davis concluded by inviting employees who have EEO-related problems to contact her office.

For Your Information from Your Credit Union

by Hyla Howard
Credit Union Manager

Ever heard of the Federal Savings and Loan Insurance Corporation (FSLIC)? It's the Federal Insurance Corporation that insures depositors' accounts in Savings & Loans (S & Ls) up to \$100,000. FSLIC is in trouble! The General Accounting Office estimates the fund is \$6 billion in the red right now. And, if FSLIC were to close the 450 S & Ls that are currently insolvent nationwide, FSLIC would be swamped with some \$30 billion of red ink. The federal government has already agreed to back the FSLIC if it fails, and Congress is currently looking at various plans to rebuild the program. So, there is little likelihood of individual depositors losing money as long as they keep their accounts in S & Ls under \$100,000.

Unfortunately, FSLIC's woes are threatening to damage the reputations of the Bank Fund (FDIC) and Credit Union Fund (NCUSIF). It seems that much of the public draws little distinction between credit unions, banks, and S & Ls when it comes to federal insurance. FSLIC's plight could well affect public confidence in the entire financial system.

At a recent presentation, Treasury Undersecretary George Gould said, "There is not a more safe and sound institution

than a credit union." He praised credit unions for avoiding the problems that currently beset other members of the financial services community. Mr. Gould also stated that credit unions have "... had a minimum of problems—and where you've had problems, you've managed them. Based on the record, the credit unions could serve as a model for the rest of the banking industry and financial institutions generally."

Whether or not the FSLIC is rebuilt this year, the S & L industry is going to be in the news a lot. And, the publicity isn't going to be favorable! As you hear and read these stories, rest assured! Your deposits in the Credit Union are perfectly safe! The NCUSIF Fund is the the strongest federal insurance fund of the three mentioned. As a second line of defense, Transit District is extremely strong in its own right. Our net worth to asset ratio exceeds 8 percent (an excellent level of protection). Our loans are strong too. We have lent our deposits to members—the best borrowers around! That's three levels of protection: all strong and all protecting your deposits. Keep your funds where they are safe—Your Credit Union.

TOP OPERATORS

For August



The awards for the Operator Recognition Program for the month of August were announced in the latter part of September. The presentations include the Manager's Award which is accompanied by a \$35 check and the Sweepstakes Award which offers a windfall of \$100. 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 in their pursuit are listed below.

Manager's Award

3201 Horace J. Strother
 3203 Quincy P. Carroll
 3205 Aubrey T. Turner
 3206 Andrew Harris
 3207 Charles Bledsoe
 3208 Roger D. Halverson
 3209 Carlos Sahagun
 3210 Maudell Rayford
 3212 Mary Louise Soloman
 3215 Rafael Perez
 3216 Herman Koenekamp
 3218 Deborah D. Duperon

Sweepstakes Award

3201 Leroy Balag Henry Bassett Waldemar Mazzoni Thelma Williams Robert Zelden

Cleophus Hicks
 Benjamin Cupid
 Herbert Erno
 Keith Linton
 Mike Licon
 Ronald Pierce
 Jesús Jimenez

3203 Manuel Padilla
 Ronald Trejo
 Lawrence Flores
 Thomas Byrd
 Gary Padilla
 Braxton Shankle
 Larry Busby
 Vicente Gonzalez
 Jesse Sanders
 Peter Bueras
 Johnny Smith
 Michele Taylor

3205 Louis Pine
 Alpha Marshall-Goodall
 Ricky Wedlow
 Fredric Washington
 Jimmy Brown
 Alonzo Kelley
 Ernest McDonald
 Daniel Keen
 Hsien Tang
 Joyce Forman
 Michael Dade
 Aubrey Turner
 3206 Phyllis Hunter
 Jesus Diaz
 Melvin Braxton
 Edward Jones
 Victor Fenty
 Lee Johnson
 Raymond Hawkins
 Andrew Garcia

3207 Richard Martin
 Lucy Turner
 Melody Kelly

Lee Peppers
 Rogelio Madrigal
 Leo Holland
 Benorce Blackmon
 Harold Carter
 Rosario Rodriguez
 Eugene Adams
 Carol Jackson
 Robert Harris

3208 Max Aragon
 Jose Galvan
 George Sandoval
 Thomas Surko
 Guadalupe Fonseca
 Ruth Gaitanis
 Ralph Bruno
 Victor Arancibia
 Jerrold Abramson
 Jimmy Meadows
 Lisa Vigil
 Doyle Flock

3209 Richard Salcido
 Gibson Deck
 Joe Ellis
 David Gehring
 Nelson Judkins
 Leonard Loa
 Johnny McKay
 Guadalupe Quiroz
 Ralph Ruiz
 Larry Smith
 Roberto Trejo
 Donald Webster

3210 Samuel Hill
 Robert Worrell
 Jeffrey Aemmer
 Ernest Paredes
 Donald Lee
 Bruce Williams
 Jin Kim
 Alfreda Lanoix
 Jerry Woodson
 Ivy Hollingquest

M. Billingsley
 Bruce Montgomery

3212 Eduardo Acuna
 Emiliano Chavez
 Ca Lam
 Jose Reguero
 Eugene Rollins
 Antonio Rendon
 John Spiegel
 Robert Simmons

3215 Earl Jones
 Singh Butalia
 James Martinez
 Judy Osorio
 Anthony Avila
 William Harris
 Oscar Najarro
 Forest Churchill
 Rae Reed
 John Swinford
 Curtis Wilson
 Carmine Zeccardi

3216 Alfonso Garcia
 Richard Croston
 Francis Davie
 N. A. Green
 John Hardgrow
 Joseph McDonald
 Samuel McReynolds
 Wallace Rayford

3218 Alfred Sapp
 Michael Squalls
 James Craig
 Charles Gage
 Wallace Moore
 Edroy Brewer
 Tonny Lindsey
 Arleen Collins
 Printicen Smith
 Mary Delgado
 Felton Moore
 Isiah Robinson



C PUBLIC COMMENDATIONS

Dear RTD Personnel,

Today I rode Mr. Johnson's [Marvin Johnson] bus on Santa Monica Boulevard. This driver embodies all the professionalism we could ever want. He was friendly to everyone, always a smile; he knew his regular passengers well, waved to all the passing RTD drivers. He had real "esprit de corps."

He commented that driving a bus was better than TV—always a drama, but no commercials.

He was immaculately dressed, even driving gloves.

With all the bad press lately, I thought positive praise is in order for this gentleman.

Sincerely,
Margaret Tanquay
Volunteer Docent,
Los Angeles County
Museum of Art

Director of Personnel

I would like to recommend Mary Collins to you for some formal recognition by RTD.

She is a most capable driver who conducts her runs in a very organized and smooth fashion. She

seems happy in her job and is extremely congenial and helpful in her association with the passengers on the Wilshire Boulevard lines. She calls out the upcoming stops in a firm, clear voice and generally conducts her driving activities as though she knows precisely what is needed and does it very well indeed. She keeps up to schedule and the movement of the trip is continuous and orderly.

It is a genuine pleasure to ride on her buses.

You would do me a kindness if you made this letter a part of her personal register.

Cordially,
Thomas T.
Sweigart, DDS

Passenger Service:

Unfortunately I cannot write a letter of commendation often, the RTD drivers won't allow me to. However, I am pleased to take time to point out the extraordinary service given by Operator Dale Watson.

I found out he is from New Orleans originally, and what a breath of fresh air. Dale takes the time to call the upcoming

stops, reminds passengers to exit the rear door, and reminds passengers of the need to relinquish their seats to the elderly and handicapped. He always wishes the passengers a pleasant day, all with a pleasant sounding voice. As a former radio announcer on KGFJ, KUTE, and KACE the past 14 years I have come in contact with most professionals in Los Angeles, but none more professional than Dale Watson.

Respectfully,
Rick Roberts

Thanks for a Job Well Done!

Division 1

Andrews, Derald
Kerich, Karen W.
Serrano, Paul D.
Valdez, Luis R.

Division 5

Credit, Will H.
Hester, Robert
Hurston, Donald C.
McCray, Sedgwick
Morehead, Wardell
Oakley, Dexter
Richardson, Elbert
Watson, Dale

Division 6

Collins, Mary

Davis, Evelyn M.
Kelly, Paul R.
Potts, Rodney D.
Suarez, German C.
Walker, Marcia R.

Division 7

Duncan, Raymond E.
Feldra, Larry F.
Johnson, Marvin
Lister, Yandell C.

Division 3208

Arkow, Stella
Austin, Nina M.
Collins, Linda J.
Gaitanis, Ruth
Holland, Mark
Mirano, Guillermo M.
Piche, Richard M.
Robertson, Travis
Thomas, Frances

Division 9

Lopez, Damian G.
McKinney, Johnny M.

Division 10

Barbosa, Andrew
Highwolf, Raymond
Kaiser, Alphonso N.
Kenan, Charlie W.
Lawton, Calvin
Madrid, Jesus H.
Padilla, David R.
Palomarez, Roy L.
Saafir, Abdul M.

Division 12

Morris, Delwin R.
Murillo, Rafael M.
Scott, Albert E.

Division 15

Chatelain, William A.
Coatsworth, G. A.
Hardgrow, John F.
Hill, Timothy
Jones, Dormin D.
Moraga, Albert J.
Rosen, Kathryn Ann
Scotti, Ernest

Division 16

Rowe, Billie E.

Division 18

Alexander, Jimmy D.
Berry, Ralph
Reamer, Robert L.
Reid, Hubert L.
Simmons, John W.
Teran, John R.
Williams, Jerome

COMMENDATIONS




RTD Retirees were recognized at the September 10 Board of Directors' Meeting and were presented with plaques by RTD Director Joseph Dunning. Front row, from left to right: Division 9 Operator Gilberto M. Sanchez, Division 10 Walter M. Flewellen, and Division 15 Operator Earl F. Gastel. Back row, from left to right: General Manager John A. Dyer, Director Dunning, and Assistant General Manager for Operations Robert Korach.



The Employees of the Quarter for Spring 1987 in the Marketing and Communications Department were named by Director Tony Fortuno on September 11. Usually the department chooses only one employee among many deserving candidates; however, this quarter presented hard choices for the supervisors that resulted in a tie between Marketing Planner David Wilson and Staff Assistant Daniel Ruiz.

Criteria for selection includes attendance and performance, particularly performance that has enriched the District as well as the employee.

David Wilson received his award for his promotion and implementation of the Cities Sites and Scenes/Shop-by-Bus Program which generated approximately \$100,000 in revenue for the District. The program is a coordinated effort among independent cities, retailers, and RTD. The District provides the bus service that interchanges with the independent city's fixed route system enabling riders to get to the business sites. In addition, the District produced car cards that appeared in buses to promote each of the 11 participating cities. Said Wilson: "I feel overwhelmed and very honored. This is a very exciting program with a lot of potential. It meets the cities' needs well and provides them with the kind of exposure they would never get because of cost."

Daniel Ruiz was honored for his willingness to handle his job and that of his co-worker's while she was out on maternity leave. His actions saved the District the cost of hiring a replacement as-needed and at the same time he reorganized the records in the department which increased its efficiency. "I feel great about this, it's a real honor," said Ruiz. "But, everybody in this department does good work... The thing is, you don't say 'no'—you give it your best shot."

COMMENDATIONS



The Facilities Maintenance Employee of the Month for August was Division 18 Electrician Leader Ken Buehner. His supervisor rates him as the best electrician in his group. He has maintained an outstanding job performance and attitude. Buehner is known by his peers and supervisors alike to be cooperative, willing to learn, and eager to accomplish his assigned tasks. His attendance record is excellent. Division 9 Property Maintainer Rudy Valenzuela was the sweepstakes winner for August.



Mechanic A Leader Son Joon Yi (Sam) was chosen the Central Maintenance Facility Employee of the Month for July. Yi has been with the District for 14 years. He is a conscientious leader of the Systems Shop and is responsible for troubleshooting and diagnosing the problems found on the electrical, air-conditioning/heating, and mechanical functions of the bus systems. His knowledge and expertise is always in demand throughout the CMF. He also maintains an excellent attendance record. Yi was presented with a certificate and a \$50 U. S. Savings Bond by CMF Superintendent Ken Miller.



Certificates of Merit were presented to the August Employees of the Month at the September 24 Board of Directors' Meeting by RTD Director Erwin Jones. Those employees included, front row, from left to right: Telephone Information Operator Leslie Smith, Division 15 Operator Gilbert Moncivais, and Telephone Information Operator Cynthia Farr. Back row, from left to right: General Manager John A. Dyer, Director Jones, and Division 15 Manager William Griffin.



Assistant Director of Transportation Leo Bevon married RTD Planning Manager Anne Odell on August 14. The couple makes their home in Pasadena.

Transit Police Promote 5 in Ranks

The Transit Police Department recently promoted five within their ranks. Those promoted included: Sharon Papa to the rank of Lieutenant; Javier Ramos to the rank of Sergeant; Shari Barberic to Investigator; Philip Suchowski to Investigator; and Kyle Ramsey to Investigator.

Each officer was selected for promotion based upon his/her knowledge and abilities as demonstrated during the testing process. Each rank participated in a separate selection process.

Sharon Papa has been with the Transit Police for seven years. She worked her way up through the ranks since being hired as a Transit Police Officer. She is currently assigned to the Recruiting and Training Bureau. She was the first female officer hired by the Department, was the first female sergeant, and has now become the first female lieutenant. She served as president of the Transit Police Officers Association for four years prior to her promotion to a non-contract position. She holds a teaching credential and has a bachelor's degree in management. She intends on furthering her education and is currently considering a law degree.

Javier Ramos has worked for the Transit Police Department since 1980. He began his law enforcement career with the Los Angeles Police Department prior to RTD.



Transit Police Officers, newly promoted, show off their bars and stripes. From left to right: TP Investigator Shari Barberic, TP Chief Jim Burgess, TP Lieutenant Sharon Papa, TP Sergeant Javier Ramos, and TP Investigator Philip Suchowski. Not shown is TP Investigator Kyle Ramsey.

He was promoted to the rank of Investigator in 1981 and performed the duties of a Field Training

**Promotion
was based
on the officers'
knowledge and
abilities**

Officer until his recent promotion to the rank of sergeant. He is currently assigned to Patrol Division.

Ramos holds an associate's degree in Police Science from Rio Hondo College and is continuing his education.

Ramos is married to a former Transit Police Officer, Linda. Together they have a 12-year old son and a 15-year old daughter.

Shari Barberic has been employed by the department since February, 1986. She was formerly employed as an officer for the City of Hawthorne for three years. Her assignments there included Patrol, Traffic Bureau-DUI Team, and Detective Bureau-Fraud/Forgery. This experience has assisted her in promoting to the rank of investigator. She is currently assigned to Patrol as a Field Training Officer.

She possesses an AA degree in Administration of Justice from El Camino College. She is married and has one son, Manny, age 13. Philip Suchowski has been with the depart-

Sharon Papa

was the first

female officer

hired by the

Department and

now the first female

lieutenant

ment since February of 1986. He has approximately 10 years of law enforcement experience and is a graduate of the Chicago City College, University of Illinois Police Training Institute, and the Federal Law Enforcement Training Center. He is married with two children.

Suchowski is currently assigned to Patrol as a Field Training Officer. His goals are to be actively involved in the training of new officers and to work in the upcoming rail operation of the Transit Police Department.

Kyle Ramsey has been with the Transit Police Department since December of 1982. He is married and he and his wife, Kimberley, have two sons, Stephen, age 4, and Stanley, age 2. He is currently assigned to the Patrol Division as a Field Training Officer.

Special Assistants Offer Passengers Assistance

Twenty-five special assistants (RTD employees engaged in the modified duty program) hit the streets in early September to hand out brochures to RTD passengers and answer questions about the rerouting of 30 downtown bus lines effective September 20.

The redirecting of the bus lines is due to the con-

Although the conversion will affect an estimated 30,000 RTD passengers, the City feels the change will greatly assist the flow of traffic through the streets of downtown Los Angeles.

The special assistants acting as passenger assistants were given special training to deal with the public and their comments



Director of Transportation Leilia Bailey spent some time thanking the special assistants for their efforts in informing the public at various stop zones in downtown Los Angeles. The assistants wore identifying caps and windbreakers. In addition to the notices of the Olive/Grand couplet conversion, they also handed out brochures detailing route changes in response to the Pope's visit. From left to right: Leilia Bailey, Mariano Robles, Personnel Analyst Hope Powell, Leonard Marden, and TOS Al Boctor.

version of Grand Avenue and Olive Street into one-way streets by the City of Los Angeles before the end of the year.

The lines affected serve the San Gabriel Valley, South Bay, Pasadena, San Fernando Valley, and the West Adams area. These lines include local, limited, and express service.

and questions through the Operations, Control, and Services Department. The Special Assistant Program was designed 6 years ago to bring the temporarily injured worker back into the workforce and hopefully back into their permanent position as soon as the employee's health allows. The program is administered

Employment Booth Attracts Many at Mexican Independence Day



Hundreds celebrating the Mexican Independence Day in East Los Angeles visited the RTD employment booth September 13 in Lincoln Park.

RTD personnel assisted Hispanics, who comprise 41 percent of District passengers, in learning more about career opportunities at the District. The outreach is part of an ongoing program to hire more minorities and women for the hundreds of RTD jobs that open each year.

The District also publicized bus service to various celebration sites over

the weekend and participated in the annual East Los Angeles parade commemorating the 16 de Septiembre.

In the photo above, seated are Transit Police Officer Leticia Delgado, Operator Jesus Jimenez, and receiving job informa-

The outreach is part of an ongoing program to hire more minorities and women

through the Personnel Department.

Lines that will be rerouted include the following: 14-37, 697. Details of the line changes are also available in brochures aboard RTD buses, at RTD Customer Centers, libraries, and Thrifty Drug Stores.

tion from Jesus, is Jorge Ramos of Los Angeles City Recreation and Parks. Standing are, from left to right: Transit Police Chief Jim Burgess, Director of Personnel Gayel A. Pitchford, Human Resources Assistant Mario Perez, and Director of Transportation Leilia Bailey.

Letters to the Editor

September 1, 1987
Dear Editor,

The 1987 Hollywood Bowl season is over. Supervisors C. S. Smith, M. D. Johnson, and C. R. Harrison wish to extend our appreciation to the employees of many RTD departments for a job well done.

We'd like to thank the Scheduling Department,

and especially Mr. Kelley for their expedient hard work in meeting the need of frequent schedule changes.

Next, we'd like to thank the division and radio dispatchers who spent considerable time looking for qualified operators to fill unscheduled added buses. R.R. 27 Mr. Blair was a big help.

Maintenance did an

outstanding job in providing clean, well running buses and supplying special equipment when needed. We appreciate Shirley Coleman from Division 7 and Joe Marques from Division 3 in this regard.

Our biggest thanks go to the operators. Some drove lines they'd never worked before and others drove for us after already putting in long hours. Their enthusiasm in getting the job accomplished is much appreciated. We received many compliments on them.

What makes this year most memorable to us is the honesty of our fellow RTD employees. We are happy to report at the drafting of this letter, a 100% recovery of all lost articles left on the bus. Some of high value.

We take great pride in the many RTD departments working together in a united effort this past summer.

Last year we were unable to fill some of the Hollywood Bowl's requests for added buses. This year we filled all of their needs which we consider a big accomplishment.

Way to go RTD! Pat yourselves on the back for a job well done.

M. D. Johnson,
Supervisor

To: Headway Editor
Re: Letter of Commendation to Instructor M. Carnival

Dear Editor:

The thank-you card signed and sent by several of us students to Instruc-

tor M. Carnival falls short in expressing the sentiments of those of us that were fortunate to have come under Mr. Carnival's guidance and tutelage during our training in El Monte and at Division 3215.

Having attended several colleges and studied under many top professors, I can attest that Mr. Carnival's teaching skills rank right up there with the best. Several times I observed first hand how students that were having

*Mr. Carnival's
teaching
skills rank
right up there
with the best.*

a very difficult time learning, were bounced around from instructor to instructor, but to no avail. (Two were serious candidates for resignation.) These same students were somehow transformed after Mr. Carnival had them for just a few hours.

He seems to have the uncanny ability to know just the right buttons to push at just the right time. He can criticize you while at the same time building up your confidence.

Mr. Carnival won and maintains our respect. He is an asset to the District as a whole, and in particular to those of us who work with him.

Sincerely yours,
Eduardo A. Uvals
Division 3215

Operator Honored in East Los Angeles Parade



Waving to some of the more than 100,000 spectators who lined the route of the annual East Los Angeles parade September 13 are Hispanic Bus Operators Joe Benard, Operator of the Month for September, 1986, and Maria Figueroa. RTD participated to foster goodwill in the community and to say thanks to the many Hispanics who use RTD every day (41 percent of RTD

ridership are Hispanic).

Benard, a Lynwood resident, is one of four Hispanic drivers named last year as operator of the month based on tough performance qualifications. He has been driving District buses for 22 years and is based at Division 1. Ms. Figueroa, of Baldwin Park, works out of Division 3 in Cypress Park. She has been an RTD driver for nine years.

Credit Union Picnic Brings Out Families

The first Transit District Employees Federal Credit Union Family Picnic (now, that's a mouthful!) held September 19 at Eagle Country in Irvine was considered to be the event of the season by the many



Assistant General Manager for Operations Robert Korach (left) becomes a member of the Credit Union and opens a share drafts checking account after hearing Division 10 Manager Harold Hollis' pitch about the assortment of benefits offered.

hundreds of employees and their families who attended.

The day-long picnic which began at 11 a.m. featured, simultaneously, competitive games such as softball, volleyball, basketball, horseshoes, bingo, ping pong, and card games. Participation games included the egg toss, balloon blow-out, tug-o-war, and limbo among others.

Children could amuse themselves, while their parents played cards, on the paddle boats, the bounce house, ball pond, roller racers, and with rides on the fire engine. Several brave souls volunteered to sit the dunk tank while many children as well as adults attempted to drench them. Board members Harold Hollis,



The paddle boats were a popular attraction for all members of the family.



Bouncing yourself silly works a wonder at restoring one's equilibrium as these children discovered at the bounce house attraction.

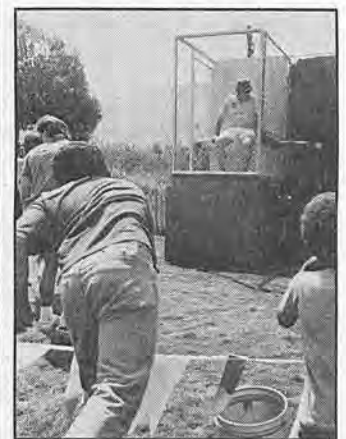


Lots of youngsters lived out a fantasy, tossing themselves about in the ball pond amid what seemed like a million rubber balls.

Homer Rogers, Jr., and James Findlay took a dunking. They tried to talk the Credit Union Manager Hyla Howard into doing the dunk, but nothing doing. Other at-

tractions included continuous music provided by dj Jesse Castorena and a marionette show.

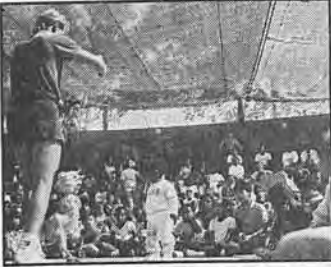
After all that playing, the picnic menu hit the *continued on page 20...*



Division 16 Maintenance Manager Jim Findley views the ball warily as he takes the precarious dunk tank seat.

...Picnic

...continued from page 19



This youngster viewing marionettes for the first time decided to join the show. We presume it was because she doesn't meet many creatures her own size every day.

spot offering scrumptious food without long lines. The bill of fare included Barbecued beef, tacos, chili dogs, potato salad, cole slaw, watermelon, fruit, popcorn, and home-made chocolate chip cookies.

The raffle held enabled some Credit Union members to go home with some great gifts: 19-inch color TV and a stereo to name a few.

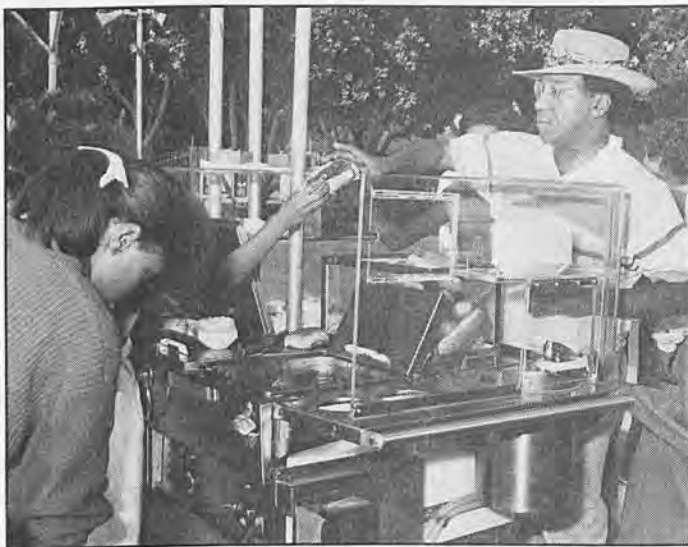


Is it puppy love or just that they love those dogs (chili, that is).

Overall, Credit Union Manager Hyla Howard felt the picnic was a great success. "We hope to put on more events like this in the future," she said. "To all those who attended and had a good time, spread the word and maybe next time we will have 100 percent attendance."

The day-long picnic featured competitive games, egg toss, balloon blow-out, tug-o-war, and limbo...

Most of the picnickers reported the event as wonderfully relaxing and recreational for everyone. Encore, encore Credit Union!



UTU Local Chairman Stephen Smith doesn't stand on ceremony as he helps himself to a picnic chili dog.

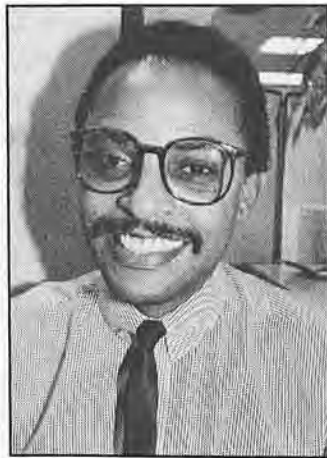


It is truly amazing how long one can keep a raw egg aloft. Why, a flick of the wrist and a gentle under-hand toss covers a lot of ground.

Special Assistant Earns Promotion

Special Assistant Phillip W. Thomas (formerly a Bus Operator out of Division 3203) was just promoted to Data Technician in the Risk Management Department. Phillip has worked hard in preparing for this promotion by voluntarily working in the Special Assistant Program and attending school at night. Phillip was especially interested in computers and computer languages and had an aptitude for this type of work.

He assisted the Personnel Department in data entry and helped design the computer programs used for pension administration. He worked



Data Technician Phillip W. Thomas

most recently in Planning, developing and formatting a special crime report for the general manager. He was also responsible for

collecting the crime data from radio dispatch trouble reports and categorizing this data into subgroups relevant to the year-long study.

Phillip has worked for the District for twelve years. He has been a Special Assistant since fall of last year. He is thrilled about the promotion and states: "I'm doing something I really enjoy doing and I plan to keep moving up in the District because I feel I have a lot to contribute." We feel he has demonstrated that Special Assistants have real potential for learning other types of jobs and we are particularly pleased with his efforts. Phillip has definitely set a good example of what is possible with enough hard work

*Phillip has
worked
hard in the
Special Assistant
Program and by
attending school*

and ambition. He further stated that he is grateful to Leilia Bailey for her support and positive influence which he says convinced him that he was capable of advancement.

—Hope Powell

"A Day in the Life" Needs You

The relationships between bus operators and their passengers are raw material for many good yarns or harrowing accounts depending on the circumstances.

We invite all operators who have had unusual, bizarre, funny, ironic, touching, heart-warming, or even frightening experiences, (or any other kind of situation I didn't think of) while driving to share them in the *Headway*. We want to print your stories in the *Headway* for the

*...many good yarns or
harrowing accounts...*

benefit of all of our readers who have no idea what a day in the life of an operator is like. We are not looking for award-winning English grammar compositions, just an interesting story. You do not have to sign your name if you prefer to remain anonymous. We encourage all operators to send in at least one story. We are hoping that the stories we receive will comprise a new column entitled, "A Day in the Life..." Write us and send your stories through company mail or to RTD, *Headway*, 2nd Floor, 425 S. Main St., Los Angeles, CA 90013. Thanks, we look forward to hearing from you.

The Editor

One of the World's Best-Dressed Operators



Ira Hood

In most divisions, imprinted on or near the large train room mirrors is a caption in block letters that reads: "ONE OF THE WORLD'S BEST-DRESSED OPERATORS."

When the roving camera of the *Headway* came to Division 18, it discovered Operator Ira Hood whose expression seems to say: "One of the world's best-dressed drivers and proud of it." Ira has driven for the District five years this month.

Thanksgiving Is as American as Pumpkin Pie!

Thanksgiving is a special national holiday, richly steeped in individual and collective meaning. Thanksgiving signifies family, food, fun, history, and tradition all wrapped up into one mid-week day.

The Pilgrims celebrated the first Thanksgiving Day in February, 1621, to thank God for delivering them safely to this bountiful land. Afterward, Thanksgiving was celebrated sporadically until 1789, when President George Washington proclaimed a day for pub-



lic thanksgiving and prayer to acknowledge God's favor in establishing our republic. Still, it wasn't until 1864 that the fourth Thursday of November was designated by President Abraham Lincoln as the national day of thanksgiving. We've been observing it as a holiday ever since.

This year we celebrate on November 26.

The turkey dinner we eat now is reminiscent of the first celebration, which included four wild



turkeys that were presented by the Indians to the settlers as a sign of friendship. But the wild turkeys of the 17th century were tough old birds in comparison to the succulent meat we eat each year.

Yet more important than the cranberries, pies, and turkeys we feast on is the traditional meaning of Thanksgiving. It is a time to pause and think about all the things for which to be thankful. Here are a few suggestions on ways to make your holiday a more meaningful celebration.

*If someone you know is going to be alone on Thanksgiving, invite that person to dinner.

*Donate a Thanksgiving meal to a low-income family. Better yet, organize a community donation to supply a soup kitchen with Thanksgiving dinners.

*Donate your time to help prepare Thanksgiving dinner for a community hall, nursing home, or church.

*Call a nursing home or seniors' apartment house and arrange to invite an ambulatory resident to your home for dinner.

*Ask all your guests to bring with them something to read before dinner that conveys their thoughts on Thanksgiving (such as a poem, an essay, or a self-composed work).

*Instead of a traditional grace, ask each of your guests to share what they are thankful for.

Have a rich holiday!



Microwaved Turkey—Modern Holiday Twist

For a traditional Thanksgiving dinner with a modern twist, consider zapping your bird in the microwave.

It's a good, efficient idea whether you're pressed for time or simply like the convenience of microwave cooking. It can be done with just a few steps:

Wash and dry the bird. Brush the turkey with a combination of browning mix and butter. Shield the breast and legs with strips of aluminum foil and place the turkey in a cooking bag inside a roasting dish (lightly oil the inside of the bag to prevent sticking.) Add 1/2 cup liquid (water or chicken broth) and close the bag tightly. Pierce the bag to allow moisture to escape and then cook on medium power for 21 to 23 minutes per pound.

If you prefer, you can eliminate the cooking bag and place the turkey breast side up on a micro-proof roasting pan. shield the legs and wings, and cook on high for 25 to 30 minutes. Then baste with pan juices, turn the bird over, and cook on 70 percent power for 25 to 60 minutes until juices run clear and the legs move easily. Turn breast side up, wrap in aluminum foil, and let stand for at least 30 minutes—the bird will continue to cook.

Have You Ever Eaten This Much on a Holiday?

	Calories
2 pieces of toast/1 egg.	250
stuffed celery	225
1 glass of cider	150
10 crackers with cheese	700
2 alcoholic drinks	300
3 handfuls of nuts	800
2 servings of turkey	400
mashed potatoes	200
candied sweet potatoes	200
1 helping of sauteed green beans	150
1 helping of squash	50
cranberry sauce	150
1 roll	100
3 tbsp. of butter	300
2 helpings of stuffing	600
2 pieces of pie	800
3 cups of coffee w/ cream & sugar	150
6 pieces of fudge	1500
Total:	8025

This represents a typical, day-long holiday blow-out, including a small breakfast, a main meal, and an evening snacking of leftovers.

When you consider that 3,500 excess calories generate a pound of fat—and that a 125-pound woman needs 1,400 calories to maintain her body weight or that a 175-pound man needs approximately 2,100 calories per day to maintain his—then it's no mystery why the average person gains weight so easily during the holidays.

SCHEDULE CHANGES



Acosta, Pablo A., from Operator Part-time to Operator Trainee.

Aguilar, Kathy E., from Operator Trainee to Operator.

Alatorre, Ramon, from Painter Trainee to Painter.

Allen, Anita L., from General Services Manager to Acting Facilities Maintenance Superintendent.

Anderson, Lonell M., from Operator Trainee to Operator.

Autry, Ronald E., from Operator Trainee to Operator.

Aviles, Ronald J., from Operator Trainee to Operator.

Baggan, John R., from Relief Stock Clerk to Storekeeper.

Baiza, Ernie, from Operator Trainee to Operator.

Ball, Deborah A., from Operator Trainee to Operator.

Barr, Bunni L., from Operator Trainee to Operator.

Berger, Suzanne B., from General Clerk to Material Expediter.

Bernal, David A., from Operator Trainee Part-time to Operator Part-time.

Berry, James E., Jr., from Operator Part-time to Operator Trainee.

Bettis, Charles L., from Operator Trainee to Operator.

Biehn, Donald J., from

Operator Trainee Part-time to Operator Part-time.

Black, Dean E., from Operator Trainee Part-time to Operator Part-time.

Blakely, Edwin L., from Operator/Extra Transit Operations Supervisor to Transit Operations Supervisor.

Boctor, Alfred F., from Senior Transit Operations Supervisor to Acting Assistant Vehicles Operations Manager.

Bonini, Hugo P., from Operator Trainee to Operator.

Brown, George C., from Operator Trainee to Operator Part-time.

Bui, Phuoc H., from Operator Trainee to Operator.

Bustamente, Katy La Von, from Operator Trainee Part-time to Operator Part-time.

Carlton, Katherine M., from Operator Part-time to Operator Trainee.

Castaneda, Juan H., from Operator Part-time to Operator Trainee.

Castile, Darryl R., from Operator Part-time to Operator Trainee.

Ceja, Theodore, from Operator Trainee to Operator.

Cerellia-Ewell, Anita, from Transit Police Officer to Inspector General Investigator.

Chavez, Sergio F., from Operator Part-time to Operator Trainee.

Chuck, Stuart S., from Administrative Analyst to Acting General Service Manager.

Clark, Patricia J., from Data Entry Operator to Word Processor Operator I.

Coleman, Carol A., from Operator Trainee to Operator.

Conaway, Linda J., from Operator Trainee to Operator.

Cooper, Anita, from Word Processor Operator I to Equipment Records Specialist.

Cooper, Mark R., from Operator Trainee to Operator.

Cortez, Fortino C., from Operator Trainee to Operator.

Cowley, George E., from Building and Grounds Maintenance Supervisor II to Acting Rail Facilities Maintenance Supervisor.

Craver, Anna M., from Benefits Technician to Acting Office Supervisor.

Crawford, Garviette V., from Operator Trainee to Operator.

Damian, Gheorghe, from Operator Trainee Part-time to Operator Part-time.

Daniels, David R., from Service Attendant to Equipment Service Supervisor.

De La Paz, Ramon, from Painter Trainee to Painter.

Deluca, Donn A., from Stock Clerk to Storekeeper.

Desouza, John P., from Operator Trainee Part-time to Operator Part-time.

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

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SCHEDULE CHANGES



Diederichs, Terrance G., from Mechanic B to Mechanic A.

Dinh, Phung V., from Operator Trainee to Operator.

Dover, John M., from Transit Operations Supervisor to Acting Radio Dispatch Supervisor.

Dunn, Michael W., from Operator/Extra Transit Operations Supervisor to Transit Operations Supervisor.

Duong, Lam V., from Mechanic B to Mechanic A.

Ebli, Frank J., from Typist Clerk to General Clerk II.

Epps, Leonard L., from Operator Trainee to Operator.

Fagernes, Kent O., from Stock Clerk to Storekeeper.

Farrington, David E., from Operator Trainee Part-time to Operator Part-time.

Federico, Lawrence, from Operator Trainee to Operator.

Fernandez, Carlos A., from Mechanic A to Acting Equipment Maintenance Supervisor.

Fernandez, Evelyn J., from Typist Clerk to Service Attendant.

Firouzi, Kamran, from Operator Trainee to Operator.

Fleischman, Marlin, from Operator Trainee to Operator.

Fleming, Ronald W., from Mechanic B to Mechanic A.

Flores, Mark A., from Operator Trainee Part-

time to Operator Part-time.

Flowers, Dwayne C., from Operator Trainee Part-time to Operator Part-time.

Fluker, Fred A., from Operator/Extra Transit Operations Supervisor to Transit Operations Supervisor.

Forsness, Gilman R., Jr., from Operator Trainee Part-time to Operator Part-time.

Fray, Elethia, from Operator Trainee to Operator.

Frumusanu, Gheorghe, from Operator Trainee to Operator.

Garcia, Cecilia, from Operator Trainee to Operator.

Gaytan, Linda, from Operator Trainee to Operator.

Gayton, Gregory L., from Operator Trainee Part-time to Operator Part-time.

Gessesse, Samson, from Operator Part-time to Operator Trainee.

Godwin, Philip T., from Property Maintainer A to Property Maintainer A Leader.

Gomez, Albert A., from Service Attendant to Equipment Service Supervisor.

Gonzalez, Roberto H., from Operator Part-time to Operator Trainee.

Grant, Alvie L., from Operator Trainee to Operator.

Greer, William, from Operator Trainee to Operator.

Gresham, Denver L., from Operator Trainee Part-time to Operator Part-time.

Guglielmo, Emil L., from Operator/Extra Transit Operations Supervisor to Transit Operations Supervisor.

Harkins, Patricia, from Operator/Extra Transit Operations Supervisor to Transit Operations Supervisor.

Harris, Frank A., Jr., from Records Clerk to Temporary Truck Driver Clerk.

Hart, Beverly J., from Operator Part-time to Operator Trainee.

Hawari, Marwan A., from Operator Trainee Part-time to Operator Part-time.

Haynes, Danny C., from Operator Trainee Part-time to Operator Part-time.

Hodge, Harris J., from Operator Trainee Part-time to Operator Part-time.

Hoffman, Robert J., from Operator Trainee Part-time to Operator Part-time.

Holdren, Charles M., from Mechanic B to Mechanic A.

Holguin, Jose, from Operator Trainee to Operator.

Hughes, John E., from Operator Trainee Part-time to Operator Part-time.

Huynh, Vinh T., from Mechanic B to Mechanic A.

Jackson, Charles E., from Operator Trainee Part-time to Operator Part-time.

Jackson, Donald, from Operator Trainee Part-time to Operator Part-

time.

Jackson, Lee A., from Operator Trainee Part-time to Operator Part-time.

Jager, Rick L., from News Bureau Representative to Acting Senior Communications Representative.

Jimenez, James, from Service Attendant to Equipment Service Supervisor.

Johnson, Cynthia D., from Operator Trainee to Operator.

Johnson, Reginald F., from Operator Trainee Part-time to Operator Part-time.

Lahey, Kimberly S., from Operator Trainee Part-time to Operator Part-time.

Lakis, George J., from Operator Trainee to Operator.

Lau, Michael, from Mechanic B to Mechanic A.

Lewicki, Paul C., from Equipment Inventory Specialist to Material Management Systems Support Analyst.

Long, Donald E., from Operator Trainee Part-time to Operator Part-time.

Mahome, Derick, from Operator Trainee to Operator.

Malone, Rachel B., from Kardex Clerk to Equipment Records Specialist.

Mansker, Larry D., from Senior Equipment Maintenance Supervisor to Equipment Maintenance Manager.

Marie, Laura, from Operator Part-time to Operator Trainee.

Mas, William M., from Operator Trainee Part-time to Operator Part-time.

Matthews, Jonathan C., from Operator Trainee Part-time to Operator Part-time.

McKenzie, Joyce M., from Operator Trainee to Operator.

Miller, Veronica J., from Ticket Clerk/Extra Services Director to Service Director.

Mittelman, J.B., from Operator/Extra Transit Operations Supervisor to Transit Operations Supervisor.

Molina, Julio, from Mechanic B to Mechanic A.

Moore, Le Vernon H., Jr., from Service Attendant to Equipment Service Supervisor.

Moore, Neal W., from Operator Trainee to Operator.

Moore, Pamela J., from Operator Trainee to Operator.

Mosby, Elgin L., from Service Attendant to Service Attendant Leader.

Nguyen, Dinh V., from Operator Trainee to Operator.

Niebur, Dolores M., from Operator Trainee to Operator.

Nolasco, Ernesto, from Operator Trainee to Operator.

Novak, Howard S., from Mechanic B to Mechanic A.

Odell, Anne F., from Supervising Planner to Acting Planning Manager - Policy.

Paniagua, Nadine C., from Operator Trainee Part-time to Operator Part-time.

Parker, Pamela E., from Operator Trainee Part-time to Operator Part-time.

Peniche, Ramon H., from Operator Trainee

Part-time to Operator Part-time.

Perdon, Albert H., from Acting Assistant General Manager - Planning and Communications to Assistant General Manager - Planning and Communications.

Perez, Maria G., from Operator Part-time to Operator Trainee.

Pham, Hiep T., from Operator Trainee to Operator.

Phillips, Christine B., from Painter Trainee to Painter.

Poe, Joann W., from Operator Trainee to Operator.

Rabizadeh, Nemat O., from Programmer Analyst to Senior Programmer Analyst.

Radia, Pankajkumar, from Operator Part-time to Operator Trainee.

Ramirez, Christine M., from Operator Part-time to Operator Trainee.

Ramirez, Gloria R., from Typist Clerk to Word Processor Operator I.

Ramirez, Myrna E., from Operator/Extra Transit Operations Supervisor to Transit Operations Supervisor.

Ray, James A. III, from Mechanic C to Mechanic B.

Resendez, David Z., from Operator Trainee to Operator.

Rhine, William J., from Director - Systems Design and Analyses to Acting Assistant General Manager - Transportation Systems Development.

Rhodes, Lucille H., from Operator Trainee Part-time to Operator Part-time.

Rios, Richard, from Mopper Waxer to Service

Attendant.

Rios, Richard, from Operator Trainee Part-time to Operator Part-time.

Robateau, Polly J., from Operator Trainee to Operator.

Robinson, Paul D., from Operator Trainee to Operator.

Rodriguez, Irene D., from Operator Trainee Part-time to Operator Part-time.

Rodriguez, Ruben J., from Operator Trainee to Operator.

Rogers, William G., from Operator Part-time to Operator Trainee.

Rojas, Hector G., from Service Attendant Leader to Equipment Service Supervisor.

Roosen, Peter M., from Mechanic B to Mechanic A.

Rosales, Rosalinda C., from Operator Part-time to Operator Trainee.

Salas, Rafael M., from Operator Trainee Part-time to Operator Part-time.

Sandberg, Joel J., from Systems Engineering and Analysis Manager to Acting Director of Systems Design and Analysis.

Santana, Abel A., from Operator Trainee to Operator.

Scanu, Robert, from Operator Part-time to Operator Trainee.

Skarseth, Robert K., from System Electronics Communication Technician to System Electronics Communications Technician Leader.

Schegel, Larry L., from Acting Director of Management and Budget to Director of Management and Budget.

Sechler, Robert P., from

Contract Administrator to Acting Contract Administrator.

Shaw, Herbert E., from Mopper Waxer to Service Attendant.

Shiple, Dan W., from Operator Part-time to Operator Trainee.

Shivery, Raymond E., from Operator Trainee Part-time to Operator Part-time.

Sias, Sharon R., from Operator Trainee to Operator.

Silva, Rudy K., from Mechanic C to Mechanic B.

Silvas, Ronald H., from Operator/Extra Transit Operations Supervisor to Transit Operations Supervisor.

Singh, Gurnam, from Operator Trainee Part-time to Operator Part-time.

Six, Rickey C., from Operator Trainee to Operator.

Slagle, Phillip R., from Legislative Analyst to Acting Director of Federal/State Liaison.

Smith, Bruce E., from Operator Trainee Part-time to Operator Part-time.

Smith, Gregory K., from Operator Trainee Part-time to Operator Part-time.

Soderlund, Stephen W., from Operator Trainee to Operator.

Speed, Wayne D., from Operator/Extra Transit Operations Supervisor to Transit Operations Supervisor.

Storey, Harold E., from Safety and Systems Assurance Supervisor to Acting Director of Systems and Construction Safety.

Takahara, Eldon Y., from Utility A to Utility A

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Leader.

Taylor, Yvonne, from Operator Part-time to Operator Trainee.

Torres, Lucille G., from Kardex Clerk to General Clerk.

Tran, To H., from Mechanic C to Mechanic B.

Trim, Michael E., from Operator Trainee Part-time to Operator Part-time.

Vicente, Joseph T., from Systems Project Leader to Systems Engineer.

Victorin, Ralph C., from Painter Trainee to Painter.

Wallace, Juanita G., from Operator Trainee to Operator.

Warrensford, Bruce E., from Assistant Contract Administrator to Contract Administrator.

West, Elaine, from Operator Trainee Part-time to Operator Part-time.

White, Bennie O., from Operator Trainee to Operator.

Williamson, Leon, from Typist Clerk to Service Attendant.

Wilson, Terrence K., from Operator Trainee Part-time to Operator Part-time.

Woods, David E., from Operator/Extra Transit Operations Supervisor to Transit Operations Supervisor.

Wormley, Quintin L., from Operator Trainee Part-time to Operator Part-time.

Wyrick, Sondra A., from Operator Trainee Part-time to Operator Part-time.

Zimmerle, Fred G., from Painter Trainee to Painter.

GAS Day

ONCE AGAIN IT IS TIME TO JOIN IN THAT GREAT NATIONWIDE CELEBRATION, G.A.S. DAY—THE GREAT AMERICAN SMOKE-OUT DAY! Each year the RTD participates in this fun-filled event. GAS Day will be celebrated on Thursday, November 19. The idea is for everyone, everywhere to join together in devoting a day to good health and fresh air by not smoking for 24 hours. The 24-hour period begins at 12 a.m.

GREAT AMERICAN SMOKEOUT

AMERICAN
CANCER
SOCIETY



the morning of the 19th and ends at midnight on the 19th. The date selected is one week before Thanksgiving. That way those people who stop smoking completely, will have a way to celebrate their first week free from smoking. That first week is so important because during the first smoke-free week, the nicotine gradually leaves the body.

For many smokers their loved ones will truly give thanks for the victory over the habit that will leave their loved one enjoying a healthier future and a longer, healthier life span.

This will be the fourth year for the RTD to participate in this day. Plans include a brief video tape at each division, survival stations where people may pick up adoption papers to adopt a smoker for the day and provide them with goodies and encouragement to "survive" the day without smoking.

In some departments several people have adopted one smoker and with chuckles and warm, caring ideas helped that person be smoke-free for a day. (In past years, some of these people have made out like bandits, which is part of the fun). Adoptees received attention in the form of lunch, snack items, chewing gum, chocolate drops, carrot sticks, special cards, and lots of encouragement.

Some people sent cards to relatives encouraging them to participate in the day. If you smoke, get your survival kit from your Wellness Representative and join other smokers across the nation in celebrating your freedom from smoking on November 19.

SHIFTING GEARS



Atkins, Maurice A., began with the District on August 27, 1957, retired as a Transit Operations Supervisor - V.O. on August 27, 1987.

Daniels, Ned A., began with the District on September 10, 1966, retired as an Operator on September 12, 1987.

Dallas, Terrence C., began with the District on June 20, 1970, retired as an Operator on August 4, 1987.

Flewellen, Walter M., began with the District on June 13, 1960, retired as an Operator on August 31, 1987.

Gauch, Fred J., began with the District on October 28, 1961, retired as an Operator on September 3, 1987.

Guido, Dito, began with the District on July 28, 1975, retired as an Electrician Leader on August 30, 1987.

Harris, Thomas B., began with the District on September 9, 1957, retired as a Senior Programmer Analyst on September 12, 1987.

Jackson, Franklin D., began with the District on May 22, 1971, retired as an Operator on September 2, 1987.

Epilepsy— “It’s Not What You Think”

Epilepsy. Mention the word and watch people cringe.

It is one of the most misunderstood maladies, yet it affects more than two million Americans.

Epilepsy is a disorder of the central nervous system that causes seizures. The seizures can be mild or severe. A partial seizure is sometimes mistaken for alcohol or drug abuse in adults. The victim may walk aimlessly, with uncontrolled body movements, and he or she may sound drunk.

“Petit mal” seizures last only a few seconds, during which the victim may appear to go blank, stare straight ahead, and twitch slightly. Petit mal seizures are hard to recognize and may occur dozens or hundreds of times a day.

Convulsive “grand mal” seizures include a loss of consciousness and a stiffening and violent jerking of limbs. They are frightening to watch, but are very rarely dangerous.

Because so many people have epilepsy, it is important to understand that most—actually 80 percent—have their symptoms controlled through medication.

Prejudice and misunderstanding of the disorder may cause people with epilepsy more difficulty than the actual condition. There’s no reason why most people with epilepsy can’t be self-supporting. It’s not a sign of mental illness or stupidity, and

it’s not contagious.

Yet, many people with epilepsy keep their disorder a secret because of prejudice, fear, and misunderstanding. If someone has a convulsive seizure, it’s a good idea to know how you can help. Here are some suggestions from the Epilepsy Foundation of America:

*Don’t try to revive the

It is important

to understand that

most have their

symptoms

controlled through

medications.

person. Ease the seated victim to the floor. Put a jacket or sweater under the head to protect from the hard ground or floor.

*Then, turn the person on his or her side to aid breathing. Don’t put anything in the mouth. Contrary to popular belief, the tongue can’t be swallowed.

*Move sharp objects out of the way.

*Loosen tight clothing, especially around the neck, and wipe away any saliva around the mouth.

*Don’t call a doctor right away. The person will probably come out of the seizure in a few minutes. If, however, the person seems to have one at-

tack after another or if it lasts longer than ten minutes, call a doctor or an ambulance.

*Don’t try to hold the person down or restrain any movements.

*Don’t try to bring the person out of the convulsion by using cold water, slapping, or shaking. It won’t work and you could cause an injury.

*After the seizure, the person may need to rest or fall into a deep, unrousable sleep.

For more information on epilepsy, write to the Epilepsy Foundation of America, 4351 Garden City Drive, Landover, MD 20785.

IN MEMORIAM

Dennis, Clarence E., began with the District on November 1, 1934, passed away on August 15, 1987.

Finley, Eugene L., began with the District on January 17, 1942, passed away on August 21, 1987.

Janulewicz, Florian, began with the District on April 29, 1946, passed away on August 31, 1987.

Kilgore, Austin F., began with the District on May 16, 1929, passed away on August 26, 1987.

Troy, William A., began with the District on February 7, 1956, passed away on September 7, 1987.

Van Auker, Glen H., began with the District on July 14, 1944, passed away on August 18, 1987.

TO
HYOUR
HEALTH



The Commandments for Fitness

There are many commandments for fitness. These are the first two: First fitness commandment—To exercise you need to stay “F.I.T.”

To progress within any exercise program, you need to be aware of the “F.I.T.” of exercise: frequency, intensity, and

time. To get the full benefit of exercise, remember to be F.I.T.

Frequency stands for the repetition per exercise; the times you do leg lifts, how many times you lift weights, the amount of times around the track, time on the treadmill or bike.

Intensity stands for the resistance used during each exercise; the weights
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...Fitness

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used during body building, lifting your arms and legs high during aerobics, increasing the tension or the MPH on the treadmill or bike.

Time stands for the times a week you do your exercise.

— 2 times a week = little or no gain.

— 3 times a week = maintain.

— 4 times or more a week = improvement will occur.

The rate of fitness will increase with F.I.T. and the gauge of fitness is your target heart rate (the second fitness commandment). Your heart is your individualized guide to fitness in an exercise program. Remember, before attempting any type of vigorous exercise, consult your personal physician—especially those who have medical problems, are over 40 years of age, or anyone who has not seen his/her physician in over a year.

Second fitness commandment—to exercise well and do it properly, you need to exercise to your target heart rate. To calculate your target heart rate, you take 220 and subtract your age. Multiply the answer by 70 percent, then by 80 percent. The answer is your target heart rate. Your exercise, to be beneficial cardiovascularly, should be no lower than the 70 percent and, to protect your heart, no higher than the 80 percent.

Examples: I am 52 years old and

220	220
-52	-52
168	168
<u>x70%</u>	<u>x80%</u>
117.6	134.4

I should not exercise at an exercise pulse (target heart rate) lower than 117 beats per minute if I want to improve in my fitness program and I should not push my heart rate over 134 to avoid injury to any one of the many systems I wish to maintain fit.

Remember:

—Get permission from your physician before starting a vigorous exercise program.

—Exercise at your target heart rate.

—Exercise to the Fitness Commandments. I'll be back with more commandments in the future.

—Grandma Moses

Prescriptions by Mail

Remember your Baxter-Travenol prescriptions by mail. Mail in your prescriptions and receive a 90-day supply at less than wholesale prices. You pay and send the Baxter bill on to your insurer if you are reimbursed for medications. Mail-in "kits" are available at all divisions and from the Personnel Department. For more information, call Elia at 213/972-6333 or Luanna at 213/972-6450.

Raiders Win 1987 RTD World Softball Championship

The Raiders, the American League champions, upset the National League's Sharks on September 26 in the play-off for the championship in one of the most gripping, surprising games of the RTD softball season.

hood. Bordering the park on one side is a wall of oil drums that line the Southern Pacific rail line and on the other is a row of modest, post-war tract homes. On this small bit of earth, two of the finest RTD teams raised a pitched



The victorious Raiders! From left to right, front row: Herb Moore, Tony Sims, Aaron Montgomery, Harris Douglas, Will Evanston, and Jerry Jenkins. Back row, from left to right: Ernest Kirkwood, Rich Salido, Randolph Reece, Sam Johnson, Rick Wedlow, Rick Dorame, and Coach Herb Musgrove.

With a season win-loss record of 17-0, the Raiders were the favorites over the Sharks whose 1987 win-loss showing was a presentable none-too-shabby 16-3. Each team is comprised of District operators and mechanics from almost every division.

The competition was played at Roosevelt Park in Florence. The park is a welcome patch of green and baseball diamond turf amidst the pock-marked, industrial decay of the surrounding neighbor-

battle for the championship.

The first two innings were tightfisted, a stingy take-but-no-give on either side. Squeaking a run past either one of these superb teams was as difficult as getting federal funding for a poverty program out of a Republican administration. By the bottom of the third inning the Sharks scored a run. But the Raiders were close behind them; and by the fifth inning the score was tied 2-2.

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The Raiders' pitcher Will "Chief" Evanston hurls the Raiders on to a season title.

By the top of the seventh inning the Sharks had the feeling it was their game. They began chanting their now infamous cheer, "Shark Attack, Shark Attack." Two runs, back-to-back, were batted in by Sharks Eddie Harris and Reggie Smith. It was 2-4 and looking real good. You knew the Sharks

could taste their victory dinner. Just about that time Raider Hec Hernandez stepped up to bat. Hec's frame looks a little like Fernando Valenzuela's—chunky. He took us all by surprise, swinging a hit that snaked past the short stop and into right outfield. Chipping away at a small chink in

**With a season
win-loss
record of 17-0,
the Raiders were
the favorites**

the defensive armor of the Sharks, Raiders began to hit with more confidence. And before you knew it three runs were batted in culminating in a surprise upset with the Raiders taking the game with a final score of 5-4.

Following the deliriously victorious rejoicing of the Raiders, both teams

shook hands and congratulated each other like true sportsmen. The teams' managers, Herb Musgrove (Raiders) and Tony Braxton (Sharks) also greeted each other expressing mutual admiration and respect. It should be noted that these managers are true professionals who by their exacting standards produce winning teams year after year. The Dodgers' Tommy LaSorda could learn some lessons from these men. Herb Musgrove attributes his team's remarkable success to the power of prayer. "We pray before every game. Everybody works hard, every

week we have hard practices, but we leave all the results up to God."

Tony Braxton stresses the importance of a one-team effort. "Each member fills in when another isn't here. It's the vets that hold the team together and make the other guys play. We've got a couple of men, T. P. Hill and Harold Kennybrew, who have played on this team for 13 years."

Whatever the source of their power these men know how to play ball and provide a wonderful show for all who come out to watch. Congratulations to both the teams from the *Headway*.

BIRTHS

Born to Telephone Information Operators John and Irene Aviles; their first child, John Matthew, June 17, in Hollywood. John Matthew weighed 7-1/2 lbs., and was 21-1/2 inches long at birth. His parents say John is a tremendously responsive boy. He is already (at six months) trying to talk. "Interestingly enough he doesn't need any stimulation, he'll just pick a person and off he goes telling all the family secrets. What a character! We are impressed with his demeanor, he's always smiling and in good spirits. We've been blessed," said his father.



National League contenders, the Sharks, included, front row, from left to right: A. Soto, C. Hebrard, H. Kenneybrew, E. Harris, C. Alvarado, and D. Bautista. Back row, from left to right: N. Mayes, R. Smith, R. Hardson, R. Edie, A. Wright, T.P. Hill, and Coach Tony Braxton.

Division 7 Takes to Bikes from LA to San Diego

Twenty-five Division 3207 employees and others met on September 5 at that division to begin the 124-mile trek to San Diego, not on buses but on people-powered bicycles.

The bicycle trip was planned by Operator Herb

planning another trip for next year. "It was a wonderful day. No one seemed really tired when we got to the end." In the meantime, Musgrove is investigating the possibility of a 5-day trip from San Francisco to Los Angeles.



A few of the cyclists pose for the camera as they psyche up for the trip to San Diego.

Musgrove who coordinated a similar trip in 1986. The riders gathered at Division 7 and rode out at 5 a.m. down Santa Monica Blvd. turning onto San Vicente Blvd. to Venice Blvd. then to Western Ave. and finally pulling onto Pacific Coast Highway. Their meeting point in San Diego was the University of San Diego. The last riders pulled into USD at 5:30 p.m.

Many family members of the bike riders followed behind in cars or vans carrying food and drink to refresh the riders at various rest stops along the 124-mile journey.

Musgrove said he is

Division 7 Manager Roy Starks, one of the bike riders, was pleasantly surprised by his performance. "This was the farthest I'd ever ridden a bike. The first 50 miles I took it easy, but after that I poured it on," he said. The more expert riders arrived at the University of San Diego two

hours ahead (3:30 p.m.) of the others.

Starks said he participated for the personal satisfaction. "Another goal was that I was one of the oldest guys on the trip. Everybody thought the old man wasn't going to make it but I did," he beamed.

Riders reported the experience as electric. "Everyone was looking after everyone else. On our rest breaks we ate, joked, and just had a lot of fun," said one rider.

It wasn't all a downhill ride Starks recalled. "The hill before the University of San Diego goes on for two miles. Just as you think you are there, there's more hill. It was rough. But everyone's goal was to make the hill and everyone did."

Those interested in



Rest and refreshment are a necessity for the bikers as they near the hills of San Diego.

participating in upcoming bike trips are encouraged to contact Operator Herb Musgrove at Division 7.

RTD Trivial Pursuit

The following 20 questions deal with RTD service information and were compiled by Planning Manager Steve Parry. While knowing the answers to these questions may impress those of us who work for the RTD, there is no guarantee that being a

First five

entries will

win a

free RTD

t-shirt

or cap

whiz at these trivia questions will make you popular at parties with non-RTD folk, but if you take this test you'll benefit from us. Simply send your answers to the *Headway* before December 1 and if your answers are correct and yours is one of the first five entries to be received, you'll win a free RTD t-shirt or cap.

1. What's the largest operating division?
2. What are the longest RTD lines? The longest local? The longest express?
3. What's the shortest line?

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4. What line has the most turns?
5. Can you name the top 5 lines in terms of ridership?
6. What's the farthest you can get for 85 cents and one transfer in the county?
7. What line has the most buses operating on it?
8. Which freeway has the greatest amount of bus ridership?
9. When did the first express service begin between downtown Los Angeles and the San Fernando Valley?
10. Name the last five street car lines operated by the MTA? And, when did they cease operating?
11. Three hundred buses were purchased to replace the street car lines mentioned above. What series of buses were these?
12. Which buses were the last stick shift buses to be operated at the RTD?
13. What was the car number of the "Teardrop" car?
14. What does the term "dog house" mean?
15. Explain the term "riding the cushions"?
16. What does CEA stand for?
17. What is the difference between the bus run number and the bus number?
18. Does the term "free-loader" apply to passengers who evade fares?
19. Name the one intersection in Los Angeles with the heaviest amount of bus traffic?
20. Which bus stop has the greatest amount of passenger boardings?

The answers to the 20 questions will appear in next month's issue along with the names of the test's highest scorers.

Difference Between Men and Boys Is Price of Toys

Division 16 Mechanic A Lonnie Morrison has always been fascinated by airplanes. But, because flying planes these days is



Using his transmitter, Lonnie taxis the Byron Pitts Special down the runway.

so expensive, he took to flying the next best thing—model airplanes.

He has been flying model airplanes for the past three years. When the *Headway* caught up with Lonnie at the Whittier Narrows Model Hobby Area, he was preparing to fly his "Byron Pitts Special," an actual scale replica of a single-seat stunt airplane designed for air acrobatics. He put in almost 100 hours constructing the model from a kit which sold for \$900 not to be confused with the old balsa wood kits that used to sell for a quarter when you and I were kids.

Lonnie says you don't have to know anything about aerodynamics to build these kinds of planes, it comes to you as you go along. "You need a lot of patience to put something like this together," said Lonnie. "But you

must like to work with your hands. You should know how to paint lacquers, enamels, and you have to be coordinated."

Lonnie's finished product has a gleaming, fire-engine red with a contrasting white striped body that weighs 16 pounds and runs on a 2-horsepower engine up to speeds of 65 to 75 mph. All the mechanisms on his plane are electronic: the servos, batteries, and receivers are controlled by his transmitter. It's the man and the transmitter

Mechanic A Lonnie Morrison shows his vintage aircraft, the "Byron Pitts Special" which he built from a kit and has successfully flown.



Lonnie checks his engine, propeller, wing flaps, and tail before takeoff.

that control the movement of the plane on the runway and its flight in air. Together the man and the

through this flight.

Even as a young boy Lonnie said he was put-
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instrument enable the plane to fly like a real one.

After preparing the flaps and revving the propeller, Lonnie taxied his "Byron Pitts Special" down the runway. When he reached the tarmac for takeoff, Lonnie increased the speed and "Byron Pitts" was aloft. A beautiful sight with the sun glistening off its shiny enameled finish as Lonnie commanded it to flip acrobatically about 250 feet above us. After approximately 10 minutes in the air, with the use of his transmitter, Lonnie summoned the plane down to a smooth touchdown on the tarmac. Lonnie was relieved. The plane made it safely

Help Create the 1988 RTD Kid's Calendar

If one of your parents works for the RTD you are eligible to participate in the 1988 RTD Kid's Calendar contest. Come January 1988, the *Headway* will run a centerfold calendar using the artwork of 12 lucky kids. Each winner will receive \$20 and his or her artwork will be part of the overall calendar. If you want to enter, simply draw a picture of an RTD bus or rail car put to its best advantage. For instance, show a bus or rail

car rescuing stranded people or a bus picking up President Reagan in front of the White House or an RTD bus or rail car being used in a Michael Jackson video. Got the idea now? You can use pencil, pen, crayons, or markers—whichever means works best for you. Send your entry picture no later than December 1 to: RTD, *Headway*, 2nd Floor, 425 S. Main St., Los Angeles, 90013. If you send in a winning entry early enough we will make sure you get your prize money before Christmas. So, hurry up, send us your pictures, and avoid the Christmas rush.

...Toys

...continued from page 31
ting model airplane kits together. Now, with the adult version of the hobby Lonnie says the only problem is finding the room for all his planes. "My garage looks more like an airport than a car garage. When I build one, I have to sell one just to make room. It helps having an understanding wife."

When he built his first plane, he spent long hours laboring over it, but in 10 minutes it fell apart. "It's all trial and error. You can spend 100 hours building it and in a few minutes of flight have it all reduced to rubble."

Mostly, Lonnie enjoys working with his hands and that feeling of accomplishment spent in something he enjoys. "This is it for me—to see something I've made fly."

His investment of time and money in the sport has been great, but he recently committed himself more seriously by entering an international competition in Las Vegas, Nevada the last weekend in October. Next year the Circus Circus casino in Las Vegas will sponsor an invitational competition with the first-place prize set at \$100,000. "I hope to be invited to that contest. To prepare I'm not taking any overtime. I am dedicating most of my time to this hobby."

Lonnie will also dedicate time helping any new flyer who would like to get involved. He invites you to call him at 714/628-6735. "I'll help out the best I can. You just have to have the willingness to hang in there."

Maintenance Division 5 Hosts Summer's End BBQ

Maintenance Division 5 held its end-of-summer barbecue on August 28, beginning at 11:30 a.m. and continuing through 6 p.m.

turn.

Committee members who did all the procuring, preparing, and serving included Mechanic A Leader Carl Smith, Me-



The Division 5 BBQ Committee: front row, from left to right: Renee Navarre, Faith Tinson, Helen Felder, Malcolm Pruitt, and Rosetta Drake. Back row, from left to right: Steve Hearn III, Pat Anderson, Ida Houston, Carl Smith, and Billy Sims.

The crew of five cooks stoked the fires early to get the coals good and hot for the ribs, chicken, and hot links served to division personnel and guests. All dinners sold for \$3.50, a real bargain for the lip-smackin', finger-lickin' good meal one got in re-

chanic A Steve Hearn III, Mechanic A Ida Houston, Utility A Pat Anderson, Mechanic A Rosetta Drake, Mechanic B Renee Navarre, Mechanic A Malcolm Pruitt, Mechanic A Billy Sims, Utility B Faye Tinson, and Utility B Helen Felder.



Division 5 Manager Luchus Smith and his guest Division 15 Manager Tedd Brewin join Los Angeles firefighters who also dropped by to enjoy the delicious barbecue meal prepared by the Division 5 staff.

Division 3205 Holds Annual BBQ

Operators volunteering their free time started stoking the coals for Division 5's annual barbecue at 6:30 a.m. on September 24 so that their fellow operators and their families could enjoy the tempting dishes on September 25.

"I am quite pleased with the turnout," said

and Margaret Cannon. The mainstay crew that

*It's a
tradition at
Division 5*



Division 5's BBQ cuisine staff. Front row, from left to right: Thomasina Corbin, Harriet Gordon, and Terrell Davis. Back row, from left to right: Lonell Anderson, Arnold Johnson, Barbara Harris, Albert Judson, Mary Morrow, Robert Haskins, A. J. Taylor's grandmother Gladys Johnson, Callie Mae Murray, and Margaret Cannon.

Division Manager A. J. Taylor. "We even had operators from other divisions come by. This is a tradition at Division 5. It's one the operators wanted to continue and they gave of their time freely."

The committee was aided by A.J.'s maternal grandmother Gladys Johnson and her two friends Callie Mae Murray

prepared the delicious pork and beef ribs, chicken, and links were Arnold Johnson, Terrell Davis, Albert Judson, Barbara Harris, Thomasina Corbin, Keith Courseault, Mary Morrow, Shirley Overstreet, Lonell Anderson, Ronald Watts, Marta Sivadon, Harriet Gordon, and Charles Jenkins.

How Time Marches On or I Remember When...

It is most interesting for me, reading the *Headway* magazine of how work and employee relationships are conducted today.

Awards for achievements, inventions, and service above and beyond duty, retirees, recognition of service, promotion through the ranks...

Permit me to regress to a few years back, when there would be a gathering at noon by fellow employees for one who was retiring. A fellow employee upon request would endeavor to recite some praise and best wishes.

An employee's private study and previous training were mostly unknown. His social contribution in music and service work were seldom heard.

We were in no way disgruntled, because that was the way it was and work was serious.

I was not discontent and enjoyed my associations, which I believe have contributed to my longevity (76 years).

May I now state some of my personal endeavors. At an early age: a 5-year apprenticeship in truck and bus-building, about 30 courses in night school on both technical and business subjects, playing in the Shriners Bag Pipe Band, President of the RTD Masonic Club, and upon request I gave retirement speeches for fellow employees. As an avocation, I ventured into



Fred and Marion Harrington on a May 1987 visit to Los Angeles.

real estate and mobile park management.

Today I help residents in mobile park serv-

*That's the way
it was and
work was
serious*

ice, I'm a ballroom dancer, and I participate in barbershop singing and lodge activities.

My continued admiration for the wonderful progress of the RTD.

Frederick W.
Harrington

The author of this remembrance, Fred Harrington, retired from the South Park Sheet Metal Shop in April 1974. Today Fred and his wife Marion live in Paradise, California.

RTD GOES TO THE MOVIES

When I went away to England for vacation, I thought it would be an easy task to visit a local cinema and report on the state of the movies across the Atlantic. From the start, I ran into several problems. The first was that many of the towns we stayed in simply didn't have a local cinema. If the people want to go to the movies, it's a major evening out into the nearest town that does have a movie house. Second, when the town did have a movie theatre, it was usually only a single screen, and one of the most common features across the country was *Secret of My Success*, starring Michael J. Fox. I sat through it once on the flight over, and it was not an experience I was eager to repeat. The third problem was exhaustion. After two stately homes, with attendant gardens, and a cathedral, it's much more tempting just to go to the local pub and have a few drinks and some pub grub before retiring to your room to write the day's postcards.

I did visit a movie theatre, though, and found that there are some differences. In Stratford-Upon-Avon, the Waterside Cinema runs a movie each night, but during the day

plays hosts to one of Stratford's tourist attractions, The World of Shakespeare, which is what I attended. After passing through the mock-Tudor facade, I was surprised to note that the lobby looked almost exactly like the lobby of any local theatre here. The only difference in decor was the exhibition of Shakespeare artifacts and the guestbook bearing the signature of a few royal visitors.

The snack bar was where the main difference lay. For drinks, they served tea and coffee, as well as bottled fruit juices and sodas. For snacks they had a wide range of sweets, as well as some fresh fruit and a few fresh-baked tea cakes. There was a popcorn machine also, but it was only turned on in the evenings for the movie, and an ice-cream cooler. I learned that ice-cream is a popular treat at both the movies and theatre. In fact, at all theatrical performances we attended, the ushers were selling small tubs of vanilla ice-cream in the aisles during intermission, a practice which also occurs at the larger London cinemas. The prices for movie treats was certainly much better, with a

bottle of Coke selling for only 50 pence, approximately \$.83 in American money, as opposed to the dollar we pay for a small drink at theatres here. Candy also cost under a dollar, and the sizes were much more generous. As far as the evening movie went, the theatre was currently running *Police Academy 4*.

That was perhaps the most frustrating thing of

*If the
people want to go
to the movies,
it's a major
evening out...*

all. The British film industry is, for the most part, in hibernation. Unfortunately, the big-budget *Absolute Beginners*, which appeared and disappeared last Christmas with nary a ripple, put Goldcrest Productions, the company responsible for *Chariots of Fire*, and the largest production company in England, heavily into debt. It's next film, *The Mission*, while a critical success, did not do well enough at the box-office (especially in America, where the real money is), and Goldcrest was declared bankrupt. Now, almost the sole product of British filmmakers is the low-budget horror quickies of the type *Elvira* shows, and the English

turn to American movies, receiving them approximately six months after their release here. The week I was in London, *The Untouchables* had just opened to what appeared to be critical and popular acclaim, generating the same type of lines it did here.

Movies are not the only form of entertainment dominated by the Americans. With the small number of cinemas available (London, one of the largest cities in the world, has fewer than twenty movie theatres), many British have wholeheartedly enveloped the video age. In Chepstow, Wales, there is no movie house, but we did find three large video stores while walking from the town parking lot to Chepstow Castle, a distance of half a mile. When I investigated one of these stores, I discovered that most of the films available for rental were American, with features such as *Back to the Future*, *Ghostbusters*, and *Rambo* prominently displayed. It felt like I was visiting The Warehouse. Videos are also available at gas stations and corner markets, and it wasn't unusual to see long lines even on weeknights.

American imports have even invaded British television, with "Moonlighting," "Kate and Allie," "LA Law," and "Dynasty" proving to be immensely popular. It was on television, though, that I was able to get a dose of current British entertainment. It's an amazing range of
continued on page 35...

...continued from page 34
 highbrow and lowbrow. The people who gave us "Jewel in the Crown" can also give us "Allo, Allo," a truly appalling comedy that makes "Three's Company" look intellectual, but most of what's offered falls somewhere in-between. One marked difference was that almost every series follows a serial format, the way "Hill Street Blues" did, with the stories continuing from one week to the next. It's very satisfying if you're a regular viewer, seeing things grow and change, but it can be very confusing the first time you flip on the television. The shows are a good deal quieter in tone than our programs, with a notable absence of the glamour types that populate American screens. It was nice to see that a woman doesn't always have to have perfect make-up, designer clothes, a super-skinny figure, and be 21 years old. After four weeks abroad, it was a bit disappointing to learn that the English market is dominated by the same product we get here, considering the sad state of television and movies today. I did discover, however, that there is one British media export that fascinates both the British and the Americans more than any machinations Alexis Carrington could come up with, and is still the most watched and longest running show in the country. It's called the Royal Family.

Be seeing you.
 — Carolyn Kinkead

The Classifieds

Classified ads sent by non-employees are accepted at a cost of \$3.75 per line per month. Display ads are \$20 per inch per month. Please send payment with your camera-ready ad and make checks payable to the RTD. Send ads the first day of the month for printing in the following month's issue to *Headway*, RTD, 425 S. Main St., Los Angeles, CA 90013. RTD employees' and retirees' ads will continue to run free.

For Sale

2-bdrm mobile home, security adult park, furniture included \$29,950. 5-star pet park, jacuzzi, baseball field, basketball court, pool, recreation room, social club. Great place to live, great neighbors. Call 818/912-8178, after 5:30 a.m. and after 6 p.m.

18-foot Sun Ray boat, with 65-horsepower, Mercury engine. Console center with bow seats, propane stove and sink, 5-gallon fresh water tank, C.B. radio, depth finder. Trailer included. Runs perfect. \$5,500. Call D. Watson at 213/296-7226.

For sale by driver. Uniforms: 2 pair pants 34/32, \$5 each. Seven long sleeve shirts \$5, mostly tan. Six short sleeve shirts, \$5 each, 2 tan short sleeve shirts, almost new, \$7. Call 213/682-1012, will deliver to Divisions 15, 10, or 9.

1986 Yugo, almost new. Great mileage, am/fm radio cassette tape deck. Forced to sell, must relocate. Asking price \$2,500. Call Margie at 213/299-1082.

MENSA Anyone?
 RTD employees, any MENSANS interested in forming a SIG please contact Richard Benson, badge number 9064, Division 15.

Sic Transit . . .

by Carl Motley



RECREATIONAL NEWS



**Lakers
Colonnade Seats
November**
15 San Antonio \$8
17 Portland \$10
20 Dallas \$10
22 Milwaukee \$10
27 Denver \$10
December
15 Phoenix \$8
29 Philadelphia \$10

17 Portland
20 Dallas
22 Milwaukee
27 Denver
December
2 Portland
13 Cleveland
15 Phoenix
20 Seattle
23 Sacramento
29 Philadelphia

Lakers Senates
\$60 value for \$30
includes parking
November
12 Clippers
15 San Antonio

Kings Hockey Senate
seats \$25 value for \$18.50
November
14 Quebec
25 Chicago
28 Calgary

29 New Jersey
December
1 & 3 Winnipeg
16 Edmonton
19 Calgary
26 Vancouver

**More Events
November**
14 UCLA vs. Washing-
ton \$11 for \$8
14 USC vs. Arizona \$16
for \$8
27 Glory of Christmas
\$14 for \$12, Crystal
Cathedral

December
12 Glory of Christmas
\$14
12 Atlantic Star-Univer-
sal \$17
14 Jewelry Show by Jade

& Gem, 40 percent to 60
percent off retail—
Headquarters Cafeteria, 8
a.m. to 2 p.m.
19 Pointer Sisters-Uni-
versal \$21.50
20 Pointer Sisters-Uni-
versal \$19.50

**Christmas
Product Deadlines**
Orders are now being ac-
cepted for See's Candy,
Grandma's Fruit Cake,
and Knott's Jelly Prod-
ucts. Order forms are
available through the
Employee Activities De-
partment. Deadlines to
place orders are as follows:
Knott's, November 13;
See's Candy, November
20; Grandma's Fruit Cake
In stock—available at
Employee Activities De-
partment.

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