

# HEADWAY

**Union  
Contracts**

**Budget  
Adopted**

**LPA-1  
For  
MOS-2**

**'Bye'  
Mr.  
Korach**

**A  
Soldier  
Returns**



**Madame President**

# Swanson and Holen to Head Board

RTD Board Directors Gordana Swanson and Marvin Holen were elected by acclamation as president and vice-president, respectively, by their Board colleagues at the June 23 meeting.

President-elect Gordana Swanson has been a Rolling Hills city councilwoman since 1976. She won her seat on the RTD Board in 1981 after a tough campaign to represent Corridor B of the City Selection Committee. Corridor B is comprised of 19 cities extending from the South Bay to West Hollywood, including Culver City, Beverly Hills, and Santa Monica.

Mrs. Swanson has been an activist in Peninsula politics for over a decade. She was president of the South Bay Cities Association, chairwoman of the South Bay Corridor Study Committee on Public Transportation, the Rolling Hills Traffic Commission, the Palos Verdes Transportation Committee, and the Palos Verdes Peninsula RTD Bus Utilization Committee. She was named citizen of the year by the Palos Verdes Peninsula Chamber of Commerce and the Rotary Club for bringing public transportation to the Peninsula. She was the mayor of Rolling Hills in 1979-1980.

Although her term as



***RTD Board President-Elect Gordana Swanson and Vice-President-Elect Marvin L. Holen were sworn into office as principal officers of the RTD Board of Directors on June 23 by District Secretary Helen Bolen.***

the Board's leader did not become effective until July 1, the week following the election Mrs. Swanson was already putting in 8-hour days three times a week. "I want a thorough knowledge of the District's operations. I want a better feel for how the policies we enact are being implemented and how they are working," said Mrs. Swanson. She intends to be a president who will give the job the time it requires, she sees it as a full-time job.

When asked how it felt to be elected, Mrs. Swanson answered that it reminded her of the birth of her first child. "Very exciting...You don't know what's awaiting you, you feel awe-struck by the responsibility but very excited."

Mrs. Swanson's primary agenda is to see the RTD gets out from under. "I see lots of talent at the RTD. We've been beaten long enough and we need and deserve the strokes we've got coming." She wants to find a way to get the District's story directly to the consumer rather than depend on the press. "No matter how good you are, unless the perception is such, it doesn't count."

"We have to work to correct the criticism we deserve. I think our employees have endured a great deal of criticism with poise and patience. We have very good people working here. The fact that we have survived under such adverse conditions indicates there is a lot of energy and strength in this staff."

Mrs. Swanson will work to see the RTD develop a spartan attitude toward expenditures. "We need to be frugal in the smallest to the largest purchases. We need to be conscious of the fact that we are taxpayers and it is our money that we are spending." She noted firmly that there exists among members of the Board and District labor unions the will to recognize employees who work hard on the job, to eliminate the abuse of work rules, and to admonish those abusers "to clean up their acts."



***RTD Board President Gordana Swanson undertakes her new tasks and responsibilities with enthusiasm.***

She intends to be an accessible leader with an inclination to flex with the needs of the District. She anticipates that

*continued on page 3...*



# Major Metro Rail Contracts Awarded

Two multi-million dollar contracts, one for Metro Rail's communication system, the other for constructing portions of the rail yard and maintenance shops were awarded by the RTD Board in June.

The low bidder on the yard contract was Tutor-Saliba/Perini, a Sylmar-

based joint venture that was awarded the contract at a cost of \$37.7 million. This same joint venture is building stage one of Metro Rail's Wilshire/Alvarado Street Station and stage one of Union Station. The firm will build yard leads, the rail sections that allow underground rail cars to

surface for servicing and maintenance at the shop location near Union Station.

Bechtel Civil, Inc., of San Francisco was awarded the contract for Metro Rail's communication system at a cost of \$35.7 million. Bechtel has 10 years' experience in designing and con-

structing modern rail transit systems in the United States and overseas. It will employ seven subcontractors to complete the project.

The first 4.4-mile segment of Metro Rail linking five downtown stations is scheduled to begin operation in January of 1993.

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change may become the watchword of her administration. "When you've done things the same way for a long time it is hard to change; that may be good for continuity, but it should not be done at the expense of more creative approaches." With confidence Mrs. Swanson concluded her personal style could be characterized in a word—tenacious. "When I have an idea I follow through until it is completed. That is important to me."

Mrs. Swanson was born in Ljubljana, Yugoslavia, she emigrated to the United States in 1956 and became a naturalized citizen in 1966. She majored in psychology at De Paul University in Chicago. She and her husband, Leonard, a physician in nuclear medicine and their two children reside in Rolling Hills. When not active in civic affairs, Mrs. Swanson pursues her favorite

form of recreational transportation—horseback riding.

Vice-President-Elect Marvin L. Holen was appointed to the RTD Board by County Supervisor Edmund Edelman in 1975. Holen was elected president of the Board in 1977 and served in that capacity for an unprecedented three terms. He is a partner in the law office of Van Petten and Holen, a firm specializing in regulatory matters affecting finan-

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*Change may become the watchword of her administration*

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cial institutions and in complex real estate litigation matters.

Holen said he will address two major concerns as RTD vice-president. "I plan to help to bring the Metro Rail

Project to a successful conclusion. This has been a long effort with consistent success."

Second, Holen will begin in earnest the effort to expand support for public transportation. "This includes a specific, focused effort for a gas tax with part of the proceeds dedicated to public transit," he said. "For a number of years we've merely reacted. Now we have to provide leadership for generating new transit funds at the state level."

Holen is a graduate of UCLA and the UCLA law school, and is a member of the California Bar Association. He is also a member of the Board of Trustees for the California Museum Foundation which sponsors the Museum of Science and Industry in Exposition Park. He formerly served as a captain in the U.S. Marine Corps. He and his wife reside in Los Angeles.

The terms of the new officers will run until July 1, 1989.

## Raiders Fight Vandalism



*RTD and the Los Angeles Raiders joined Mayor Tom Bradley July 13 to kick-off the District's third annual Anti-Vandalism Outdoor Ad Campaign. The program is aimed at stopping graffiti and vandalism aboard buses and throughout the community. Watch for details in next month's issue.*

# Unions Reach Accord with District Management

For the first time since 1969, RTD management and District unions signed a labor agreement before the expiration date of the current contracts.

The contracts became effective June 30, 1988 with a duration of three years in length, expiring June 30, 1991.

The RTD Board of Directors approved the contracts before noon on June 29 and authorized General Manager Alan Pegg to complete a final offer to the unions representing the District drivers, mechanics, and clerks.

RTD Board Vice-President Carmen Estrada said, "The Board is very pleased to have executed this 3-year agreement with the unions. This timely signing assures continued service to the bus-riding public."

RTD Board President-Elect Gordana Swanson also indicated her approval of the respective negotiation teams. "I think it was an entirely 'give-give' situation on both sides and we came up with a solid agreement." She expressed satisfaction that the new labor pact tightens up certain work rules targeted toward those employees who are not entirely conscientious in carrying out their duties.

Mrs. Swanson commented that the business development provision of the contract (a condition that allows the District to bid on new service by offering a reduced rate of pay for drivers thus lowering the overall cost per vehicle hour) will allow the District to be more competitive. "It is the will

of this Board to address the needs of our employees and at the same time to protect public dollars," she said. "I feel this is the best all-around agreement we've had in years, I feel good about it."

RTD Board Vice-President-Elect Marvin Holen sees the contract agreement as good for the RTD and its employees. "This agreement will start a whole new era of labor relations. We were able to shed those 'ego points' that became so embedded in the contract over time but with closer scrutiny were of little benefit to our employees," said Holen. The issue of



**Operators cast their ballots for the contract which runs for the next three years.**

cut in half. Now, the few people who abused the system won't be able to and those who didn't will benefit."

General Manager Alan Pegg described the pacts as win-win for everyone. "Our riders enjoy continuous service. The taxpayers get significant savings from important work rules changes as RTD maintains a balanced budget and fiscal responsibility. Union employees preserve a reasonable standard of living," he said.

UTU General Chairman Earl Clark in remarks delivered during a ratification vote meeting held June 29 in the Hollywood Palladium termed the contract as a major victory for the UTU because of its

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'give-give'  
situation...*

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major significance in the contract, said the newly elected vice-president, is the trade-off of an uncapped cost-of-living allowance for a change in work rules. "There was economic waste in those work rules. They resulted in a high cost to the RTD and were of no value to employees. The leave of absence rule cost us \$20 million last year, with this contract that will be



**Operators gathered in the Hollywood Palladium on the evening of June 29 to review the UTU contract which they ratified later by a vote of 553 to 19.**



...continued from page 4

preservation of members' economic stability without the need for a work stoppage.

"We were given a mandate by our membership to come back with no cap on COLA (cost-of-living allowance), no side agreements. We did that, we made some concessions, but then so did management. Both sides are aware of the RTD's absenteeism problem, by raising the image of the RTD we realize we all benefit. We aren't giving any ammunition to privateers like Pete Schabarum to brag about the laxness of our rules," said Clark.

"The message," he continued, "this contract sends out is that we are through subsidizing the free loaders and prima-donnas. If you come to work you won't lose a dime. But, if you don't, you won't be around very long!"

Clark concluded by telling his membership that their leaders were looking out for their future interests with rail transit operation as well. "We are going to operate the light rail system with bus drivers that want to go that route. Not one rail car in Los Angeles will be operated without a UTU member on it. The RTD will grow, we will grow with it, and the riding public will benefit."

The drivers' contract was ratified by the membership on the first ballot by a vote of 553 to 19.

Highlights of the contracts which cover the operators' United Transportation Union, the mechanics' Amalgamated Transit Union, and the clerks' Transportation Communications International Union include:

\* \$500 bonus paid for agreeing to the new

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**The drivers' contract  
was ratified  
on the  
first ballot**

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contracts before the June 30 deadline.

\* A 30 cents hourly wage increase effective July 1, 1989, with another 30-cent raise effective July 1, 1990. Clerks will receive a 42-cent increase.

\* The cost-of-living provision will be maintained throughout the life of the contract with no cap.

\* Employees are required to work 40 hours over all five days of their scheduled shift before collecting overtime.

\* Instances of absenteeism will be partially based on accumulated hours of absence.

\* Employees must work their scheduled work day before and after a holiday to receive holiday pay.

\* Leave of absence due to any one injury or illness was reduced from 2 years to 1.

\* Payment for unprovoked attack shall be limited to 1 year per

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## Board Approves Additions to Metro Rail Contracts

by Greg Davy, News Bureau Representative

Contract extensions for three Metro Rail consultants have been approved by the RTD Board of Directors, along with one major change order to a contract for construction work on the first 4.4-mile segment (MOS-1).

The joint venture of Ralph M. Parsons Company/Dillingham Construction Company/Deleuw, Cather & Company (PDCD), which provides construction management services for the project, will receive up to \$17.6 million for fiscal year 1989, bringing the total contract value to \$56.5 million to date.

A six-month work program and fee of up to \$1 million also was approved for general planning consultant Schimpeler-Corradino Associates, raising the value of that contract to \$5.9 million.

Booz-Allen & Hamilton, a systems engineering and analysis consulting firm, received an annual work program and fee of up to \$1.75 million, raising its contract total to \$8.5 million.

The Board also approved an additional \$5 million for the contract with the joint venture of Tutor-Saliba/S.J. Groves. The firm is building the first stage of the Civic Center Metro Rail station and the tunnels from Union Station to 5th and Hill Street station.

The additional funding was approved to allow the contractor to begin tunneling separately from the Union Station construction, thus regaining time lost because of delays in acquiring land near Union Station.

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incident.

\* Martin Luther King, Jr.'s birthday is added to the list of legal holidays and subject to double time and a half.

\* The "25 and out" pension plan provision has been reduced to "23 and out," with the continuation of medical, dental, and vision coverage for the operator and

his or her family to age 65.

\* Through the establishment of a Business Development Division, the District will bid for new service at a lesser rate of pay thereby reducing its cost-per-vehicle hour and enhancing its overall competitiveness in the market.

# Board Adopts \$914 Million Budget for FY 1989

The RTD Board of Directors approved a \$503.35 million operating budget along with a \$438.2 million capital budget, totaling \$941.55 million for fiscal year 1989 at their June 23 meeting.

The operating expenditures of the overall budget represent a \$6.75 million reduction from fiscal year 1988.

The rise in the capital budget, from \$375.3 million in fiscal year 1988, is due primarily to anticipated increased Metro Rail activity. Seventy percent, or \$305.6 million, of the capital budget is allocated to Metro Rail,

*The operating expenditures...represent a \$6.75 million reduction*

mainly for building MOS-1 and for initial support planning and design of the second leg of the subway system.

"The combined budget will allow the District to improve service by purchasing new buses and overhauling old ones, and by establishing a more efficient management organization," said General Manager Alan Pegg.

Passenger fares

account for 40.9 percent of the District's revenue in the new operating budget. The balance of revenues will come from Proposition A half-cent sales tax funds (21.4 percent), local funds including state sales taxes (25.2 percent), federal grants (9.8 percent), and other sources

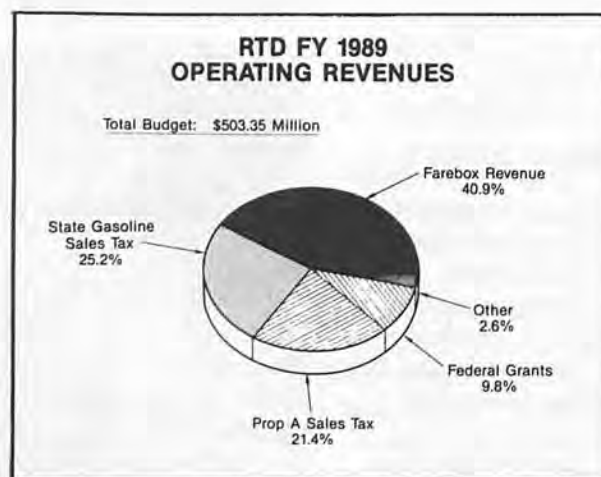
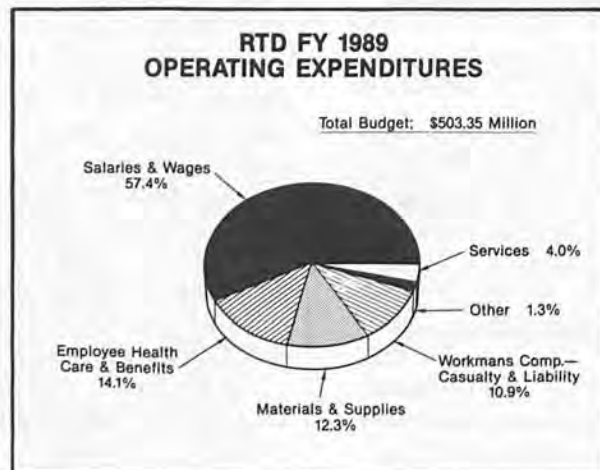
in the next fiscal year.

The budget reflects the District's need to cut operating costs and increase efficiency due to an anticipated cutback in funding from federal and state sources. The shortfall would have been nearly \$47 million had the District not adopted a

remaining shortfall will be made up through operating efficiencies, layoffs, expense reductions, and service reductions throughout the system.

*The combined budget will allow improved service by purchasing new buses and overhauling old ones*

The highlights of the budget include a reorganization of departments to increase emphasis on bus operations, especially equipment maintenance; the implementation of a bus refurbishing program; the purchase of 450 new buses; improving bus operator assignment ratio as a result of better scheduling and dispatching practices; a commitment to continue reduction of absenteeism and to better control insurance costs; to continue to improve accountability in the control of bus parts inventory; and, cancel the planned salary upgrading of staff positions recommended by a consultant.



(2.6 percent). District buses are expected to carry an estimated 375 million boarding passen-

new structure that will provide an estimated \$27.8 million over the next fiscal year. The



# Costs for the Six Alignments Estimated

Cost estimates for six possible route alignments for Metro Rail's second segment were released at the June 21 public hearing held in the RTD Board Room.

Lower than expected costs for tunneling plus higher costs for land acquisition for rights-of-way and more detailed studies have resulted in the most recent figures.

"These recent findings appear to make the all-subway options very cost-competitive with the aerial options," said General Manager Alan Pegg. "Additional rights-of-way are required for building an aerial rail system, negating some of the savings realized by building above ground."

**These recent findings appear to make the all-subway options very cost competitive**

A series of favorable bids from tunneling contractors working on Metro Rail's first segment, coupled with additional land costs, helped bring the cost estimations for underground alignments down and closer to the cost of aerial options.

The six route alternatives would variously extend Metro Rail seven to ten more miles. All alignments go west to Wilshire Boulevard and Western Avenue. The six options provide for a northward leg to begin at various places on Wilshire Boulevard, then follow different paths through Hollywood before turning north to Universal City.

Following is a synopsis of each of the six alignments and its cost. Estimates reflect a projected four percent compounded inflation rate to the midpoint of construction for each major cost element in the alignment.

## Candidate Alignment 1

All subway. West to Wilshire Blvd. and Western Ave.; north on Vermont Ave. to Hollywood Blvd., west on Hollywood Blvd. to Vine St., northwest through the Santa Monica Mountains to Universal City.

*Total length:* 10.46 miles  
*Tunnel:* 10.46 miles  
*Aerial:* None  
*Number of Stations:* 9  
*Projected cost:* \$1,681,535,000

## Candidate Alignment 2

West to Wilshire Blvd. and Western Ave.; tunnel north on Vermont Ave. to Beverly Blvd., then aerial

north to Hollywood Blvd., and west to Rossmore Ave.; tunnel northwest through the Santa Monica Mountains to Universal City.

*Total length:* 10.47 miles  
*Tunnel:* 6.63 miles  
*Aerial:* 3.84 miles  
*Number of Stations:* 9 (4 aerial)

*Projected cost:* \$1,583,158,000

## Candidate Alignment 3

West to Wilshire Blvd. and Western Ave.; tunnel north on Vermont Ave. to Third St., then aerial north to Hollywood Blvd., and west to Vine St.; tunnel northwest through the Santa Monica Mountains to Universal City.

*Total length:* 10.62 miles  
*Tunnel:* 6.78 miles  
*Aerial:* 3.84 miles  
*Number of stations:* 10 (4 aerial)

*Projected cost:* \$1,626,103,000

## Candidate Alignment 4

West to Wilshire Blvd. and Western Ave.; aerial from Wilshire Blvd. and Vermont Ave. north to Sunset Blvd., then west to Rossmore Ave. Tunnel from Rossmore Ave. northwest to Highland Ave., then through the Santa Monica Mountains to Universal City.

*Total length:* 10.59 miles  
*Tunnel:* 6.82 miles  
*Aerial:* 3.77 miles  
*Number of stations:* 10 (4 aerial)

*Projected cost:* \$1,662,020,000

## Candidate Alignment 5

All subway. West to Wilshire Blvd. and Western Ave.; northwest from Normandie Ave. to Western Ave., then north to Santa Monica Blvd., northwest to Sunset Blvd. and Vine St., then northwest to La Brea Ave. and through the Santa Monica Mountains to Universal City.

*Total length:* 9.74 miles  
*Tunnel:* 9.74 miles

*Aerial:* None

*Number of stations:* 7

*Projected cost:* \$1,488,140,000

## Candidate Alignment 6

West to Wilshire Blvd. and Western Ave.; aerial north from Wilshire Blvd. and Vermont St. to Sunset Blvd., then west to Western Ave., northwest to Hollywood Blvd. Tunnel from Hollywood Blvd. west to Highland Ave., then northwest through the Santa Monica Mountains to Universal City.

*Total length:* 10.47 miles  
*Tunnel:* 7.37 miles  
*Aerial:* 3.10 miles  
*Number of stations:* 10 (4 aerial)

*Projected cost:* \$1,681,572,000

**Update:** Candidate Alignment 1 was approved for the second segment of an all-subway Metro Rail by the RTD Board of Directors at their July 14 meeting. This locally-preferred alignment now includes a station at the intersection of Hollywood Blvd. and Highland Ave.

## Director Day Re-Elected To RTD Board



*Director John F. Day was sworn in to serve another term representing the District's northern service area on the RTD Board*

RTD Board Director John F. Day was recently re-elected by the Corridor C subcommittee of the City Selection Committee to the RTD Board of Directors to represent the District's northern service area which includes the cities of Glendale, Burbank, San Fernando, Hidden Hills, La Canada-Flintridge, Agoura, and Westlake Village.

Day was sworn in again as an official member of the RTD Board at the June 9 Board Meeting. Day was first elected to the Board in 1983. During his tenure on the Board, Day has committed much of his efforts toward upgrading the District's accessible service.

Through his dedication accessible transportation has become a priority item among the District's goals and objectives. When Day was initially elected to the Board, the District was operating accessible buses on 147 routes. Today, the District has well over 1,781 accessible buses. Out of 209 total lines, 189 are designated accessible routes.

This year Day was appointed to the American Public Transit Association's (APTA) Task Force on Elderly and Disabled Services which assesses the status of the transit industry's service to the elderly and disabled and the systems' compliance with federal regulations.

Day also serves as a councilman for the City of Glendale where he continues with his third four-year term on the council.

In addition to his involvement in civic affairs, Day is an active member of the Holy Family Catholic Church. In recognition of his services to the church, he was awarded the papal decoration of Knight of the Equestrian Order of the Holy Sepulchre, an ancient order of knighthood dating back to the year 100. He is also a member of the Sierra Club.

## AGM Korach Bids Fond Farewell

Assistant General Manager for Operations Robert Korach was given a farewell party at Luminarias Restaurant by District staff and which was attended by over 100 RTD employees and friends on June 17.

RTD Board Director Charles Storing was one of the first speakers attempting to roast the outgoing operations head. Storing wished Korach the best of luck and God speed.

Korach. Ms. Bailey said she intended to be kind to the assistant general manager in her remarks, but once he referred to her earlier in the day as 'grandma' she decided all bets were off.

General Manager Alan Pegg said Robert Korach had come to the RTD in 1984 to take charge of 7,000 employees. His challenge was to streamline management and cut the cost per hour of his service. "He did



*Assistant General Manager for Operations Robert Korach passes the torch off to Director of Scheduling Art Leahy. Leahy presented Korach with a bit of RTD memorabilia at a farewell luncheon held in Korach's honor on June 17.*

Director of Transportation Leilia Bailey acted as mistress of ceremonies introducing department heads, colleagues, employees, and friends of

that and mass transit has greatly improved in Los Angeles. Robert Korach has been invaluable

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counsel to me, the RTD Board, and the District.”

Korach was given gifts from representatives of most of the District's departments who included: Assistant Director of Transportation Ralph Wilson, Assistant General Manager for

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He did that...*

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Transit Systems Development William Rhine, Equipment Maintenance Superintendent Sam Singer, Director of Equipment Maintenance Rich Davis, Director of Personnel Gayel A. Pitchford, Assistant General Manager for Operations Art Leahy, Director of Rail Activation Barbara Hanson, Senior Planner Terry Moren, Director of Facilities Maintenance Ed Walsh, and Operations Staff Superintendent Dan Miller.

“Why did I agree to come to the RTD?” Korach asked rhetorically of those gathered. Answering his own question, he said, “I looked on

it as a challenge. I agreed to come to do three things: 1) reorganize the delivery system, that is, deliver a product to the customer, 2) help activate the rail system, and 3) try to select management people to run the Operations Department.

“I've done my work here. I feel the District will be in good hands. I thank you all for the courtesies and attention you've given me through the years. God bless you and Shalom!”

Korach's resignation became effective June 24. With his departure, Korach brings down the curtain on 47 years in the railroad and transit industry. Seven of those years were spent at the RTD as a Senior Planning Engineer and until recently as Assistant General Manager for Operations.

His career in transit began in 1941 with the



**Assistant General Manager for Operations Robert Korach bids a final farewell to his Operations staff. He departed the District on June 24.**

Milwaukee Railroad in Madison, Wisconsin. He went on to work for the Cleveland Transit System and Port Authority

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*“I've done my  
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Transit Corporation in Lindenwold, New Jersey.

He attended the University of Oregon, and graduated from the University of Wisconsin with a bachelor's degree in economics.

He has been active in ATA, the Institute of Rapid Transit, the Transit Research Board, and the American Public Transit Association. Besides the Los Angeles rail system, Korach helped activate new rail systems in Cleveland and southern New Jersey.

In addition to his hands-on experience with rail, he has co-authored a book on the history of the northern Ohio transit properties of the Ohio Edison Co. He is an active member of the Orange Empire Railway Museum in Perris, California and a former president of American Railway Museums.

Korach will make his new home in Haddonfield, New Jersey with frequent excursions to the west coast to beat the east coast winters.

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## Check Out the 90-cent Discount Fare

If your bus-riding neighbors complain to you about the recent fare hike (and you know they will once they find out you work for the RTD), tell them to check out the Discount Fare Ticket Books which allow riders to pay a base fare of only 90 cents.

Regular RTD bus riders pay a fare increase of just a nickel if they take advantage of the ticket books. The base cash fare rose otherwise for regular riders from 85 cents to \$1.10. Transfer prices increased from 10 cents to 25 cents. The regular monthly pass is \$42, up from \$32. Senior citizens and disabled persons pay only 45 cents per ride base fare with the ticket books.

Those riders who use the ticket books will save 20 cents per ride over the new cash fare. The books, which cost \$9 each, contain 20, 45-cent tickets. Seniors and disabled persons use only one ticket per base fare; patrons paying regular base fare use two, representing a 90-cent fare.

Monthly passes for seniors and the disabled rose from \$7 to \$10. Student passes (K-12) increased from \$12 to \$18, and college and vocational student passes went from \$15 to \$25.

# Rail Car Makers Commence Business with RTD

Key Metro Rail staff and consultants met with their counterparts from Breda Costruzioni Ferroviaria in the first of a series of meetings geared to guide the rail

manufacturers through RTD contractual policies and procedures in June.

Breda Costruzioni of Pistoia, Italy, (located 20 miles north of Florence) will manufacture the



*At their initial activities meeting, RTD staff and consultants met with Breda Costruzioni Ferroviarie's team on June 20 to introduce the rail manufacturers to RTD contracting procedures. Clockwise around the table are: Booz, Allen & Hamilton, Inc. Resident Engineer Arun M. Virginkar; RTD Metro Rail Project Engineer Les Durrant; RTD Contract Administrator Bruce Warrensford; PTI, Inc. DBE Consultant Jack Graham; Booz, Allen & Hamilton Representative and secretary of the meeting Ted Miller; RTD Acting Director of Systems Design Analysis Joel Sandberg; RTD Assistant General Manager of Transit Systems Development William Rhine; RTD Rail Maintenance Superintendent Richard Morton; Breda Costruzioni Project Coordinator Alessandro Ferretti; Breda Costruzioni Schedule Controller Alfiero Galardini; Breda Costruzioni Project Manager Franco Amoroso; Breda Costruzioni Program Coordinator Lucia Di Meglio; and Breda Costruzioni Systems Interface Engineer Carlo Grimaldi. Present at the meeting but not seen in the photo: RTD OCPM Assistant Director Johnny Johnson, Metro Rail Transit Consultant Design Engineer Thomas McCranie, and Breda Costruzioni Sales Manager Carlo Carifi.*



*RTD Assistant General Manager of Transit Systems Development William Rhine extends a cheery 'ciao' and 'benvenuto' to Breda Costruzioni Project Manager Franco Amoroso.*

stainless steel Metro Rail passenger cars for use on the first 4.4 miles (MOS-1). The company has built rail transit cars for systems in Washington, D.C. and Cleveland. They were awarded a \$54

million dollar contract April 28 by the RTD Board of Directors for 30 rail cars. The contract also includes an option for the manufacture of up to 42 additional cars. *The continued on page 11...*



*RTD Rail staff accompany the Breda Costruzioni visitors on a tour of the RTD tunnel site excavation near 5th and Hill Streets. In the foreground are Rail Activation Director Barbara Hanson, Alfiero Galardini, and Les Durrant. In the background are Carlo Carifi and Arun Virginkar.*

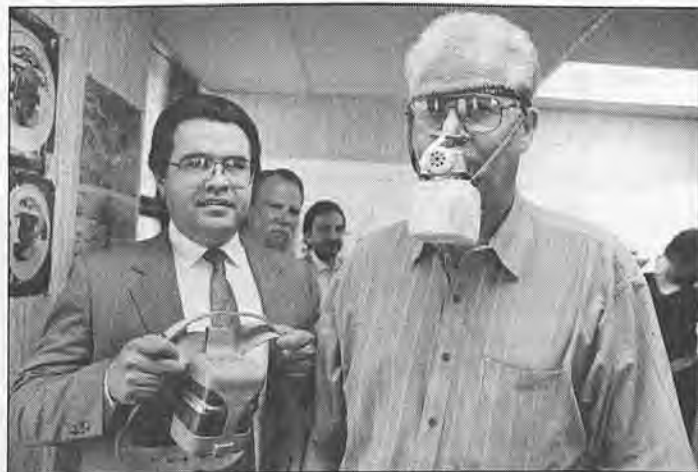


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cars resemble those used on the systems in Washington, D.C., Baltimore, and Miami.

The visitors from Breda spent a week in Los Angeles at the RTD Metro Rail Project offices meeting consultants, contract administrators, engineers, and rail superintendents. Metro Rail Project Engineer Les Durrant pronounced the first round of meetings as a successful kickoff. "This is all to the good of our relationship because we will be working with them for the next 5 years, well into the mid-90's," said Durrant.

The manufacturers were also given a tour of the tunneling activity at the 5th and Hill Streets



*Preparing for the Italian guests for their descent into the tunnel PDCD Manager of Safety and Security Chuck Kelso demonstrates the use of the self-rescuer unit worn by workers in methane gas areas. The unit is capable of converting carbon monoxide to carbon dioxide for a period of anywhere from 15 minutes to 1 hour. Holding the self-rescuer issued to him is Superintendent of Rail Operations Danny Ibarra (left). Behind the self-rescuer exhibitors are PDCD Resident Engineer Stephen Navin, Breda Sales Manager Carlos Carifi, and Breda Systems Interface Engineer Carlo Grimaldi.*

## Koenekamp Named Operator of the Month

Herman Koenekamp of Division 16 was selected the Operator of the Month for May. He received a certificate of merit from the RTD Board of Directors on June 23.

Koenekamp has been an operator with the District for 14 years. 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 commendation from his division manager and the public.

"Herman Koenekamp is a model employee, said General Manager Alan Pegg. "He sets a standard of excellence for all our operators to follow."

Koenekamp, a resident of Temecula, drives line 149 which operates between Riverside and Long Beach. He enjoys golfing on his off time.



*Division 16's Herman Koenekamp chosen May's Operator of the Month.*

Station site as part of their introductory itinerary.



*Deep inside the 5th and Hill Street tunnel, the group poses behind the shield of the tunnel excavator. Front row, from left to right: RTD Rail Maintenance Superintendent Richard Morton, RTD Director of Rail Activation Barbara Hanson, Booz, Allen & Hamilton, Inc. Resident Engineer Arun Virginkar, and RTD Metro Rail Project Engineer Les Durrant. Back row, from left to right: RTD Headway Editor Mary Reyna, Breda Costruzioni Project Manager Franco Amoroso, Breda Costruzioni Systems Interface Engineer Carlo Grimaldi, PDCD Resident Engineer Steve Navin, Breda Costruzioni Project Coordinator Alessandro Ferretti, Breda Costruzioni Schedule Controller Alfiero Galardini, and Breda Costruzioni Sales Manager Carlo Carifi.*

# TOP OPERATORS



The awards for the Operator Recognition Program for the month of May were announced in the latter part of June.

*Its purpose is to reward those who consistently perform in an outstanding manner*

The presentations include the Manager's Award and the Sweepstakes Awards for both full-time and part-time operators. 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 Enrique Quezada
- 3203 Bobby J. Jones
- 3205 Douglas A. Madison
- 3206 Johnny M. Hardwick
- 3207 Kenneth R. Pankow
- 3208 William Diaz

- 3209 Felipe Huante
- 3210 Wallace White
- 3212 John Panneck
- 3215 Albert Alves
- 3216 William Tillitt
- 3218 Willie Haigler

## Sweepstakes Award Full-Time Operators

- 3201 Joe Contreras  
Wilfredo Escobar  
Edward Henderson  
Rolando Lopez  
Noe Martinez  
Teddy Sanders  
Herbert Scott  
John Thomas  
Robert Zelden  
Dee Zeller  
Antonieta Zuniga
- 3203 Garrel Miles  
Anita Sepulveda  
Armando Martinez  
Roberto Olivas  
Porfirio Gomez  
Samuel Jones  
Precious Cowherd  
Samih Abu-Hajar  
Thomas Cowan  
Alfred Alderete  
Jerome Jackson
- 3205 Douglas Billups  
Jimmy Brown  
Charles Black  
Ronald Carr  
Tyrone Clay  
Edward Cunningham  
Alvin Hamm  
Charles Jackson  
Patrick Lewis  
Juan Pinto  
Alfred Taylor

- 3206 Vernon Stroud  
Donald Powell  
Donald Cleveland  
Imogene Cooper  
Phillip Martinez  
Roy Rembert  
Moses Tolbert
- 3207 Dudley Weddaburne  
Bernard Warren  
Benorce Blackmon  
Robert Harris  
Reginald Heflin  
Charles Williams  
Carlos Banuelos  
Emmanuel Nicdao  
Arturo Escajeda  
Robert Ellison  
Ibrahim Mia
- 3208 Thomas Surko  
Arthur Reyes  
Peter Thomsen  
Alfred Sassano  
Clarence Brown  
Alexander Meltzer  
Rolando Filoteo
- 3209 William Amey  
Mildred Bradford  
Francisco Chavez  
Larry Jessie  
William Johnson  
L. M. Kemble  
Condred Kerslake  
Ora Lewis  
Michael Ray  
Billie Underhill  
Gary Vance
- 3210 Cheryl Horne  
Bruce White  
Martha Felder  
Melvin Garrett  
Lee Crowe, Jr.  
Kevin Murray  
Salvador Ramirez  
Mary Phillips  
John Urrutia  
Jose Geldres  
Fred Perry
- 3212 Harley Haas  
Andre Molette  
John Spiegel  
D. Johnson  
Edward Johansson  
Peggy Miller  
Antonio Rendon
- 3215 Bellenger Morgan  
Adrian Mott

- Percy Rhodes  
Ronald Weckbacher  
Fernando Pinales  
Francisco Perez  
Juan Olguin  
Sandra Ware  
Luis Rodriguez  
Patricia Stewart  
Raymundo Najera
- 3216 Lester Albert  
Joseph Bailey  
Luduvico Castro  
Brownlee  
Cromwell  
Julio Diaz  
James Murphy  
Charley Williams
- 3218 Larry Horn  
Mitchell Raddatz  
Renard Perkins  
Lloyd Horton  
Pink Brown  
Deborah Turner  
Donald Bowman  
Frank Brown  
Robert Reamer  
Dianne Rose  
Beverly Brown

## Part-Time Operators

- 3201 Saturday Aisuan  
Patricia Bryant
- 3203 Ramon Peniche  
Angelo Arnone
- 3205 Patricia Hicks-Rogers  
Bao Daniel Le
- 3206 William Mask  
Ida Brider
- 3207 Denver Gresham  
Linda Robinson
- 3208 Carrol Carmichael  
Ramon Reilly
- 3209 Ramon Alvarez  
Martha Cenicerros
- 3210 Javier Figueroa  
Edward Kolendowicz
- 3212 Joseph Billingsley  
Stephen Puckett
- 3215 Scott Lee  
Robert Schellinger
- 3216 Paul Johnson  
Donna Quay
- 3218 Mario Garcia  
Rodger Wells



# Station Overcrossing Restored

Living in earthquake country shakes the faith from time to time of those who once took the stability of terra firma for granted.

To a more limited degree that same faith is extended to public structures. We depend on buildings, bridges, and freeways to be safe and well maintained.

Judging by the recent restoration activities of the RTD Bus Facilities Engineering Department one may conclude that while you can't always count on Mother Nature to keep you safe, Bus Facilities Engineering is a better bet. A case in point follows.

In December 1987, following the October 1 earthquake and its major aftershocks, RTD personnel noticed damaged



**RTD Bus Facilities Engineers John Joyce (left) and Elmo Douglass (right) inspect the repair work done at the Cal State University Bus Station.**

concrete on the east-bound busway canopy at Cal State University Station. Without delay they notified RTD Engineers Elmo Douglass and John Joyce in the Bus Facilities Engineering Department.

While RTD owns the bridge, Caltrans is responsible for inspection of the property and apparently the damage was not noticed immediately after the earthquake. A joint inspection by the District and Caltrans determined that four of the anchor bolts on the south side of

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**A joint inspection by the District and Caltrans determined that four of the anchor bolts... had sheared off**

---

the bridge had sheared off. As the owners of the bridge, the District is therefore charged with maintenance or repair.

To provide temporary lateral restraint for the bridge, wire rope cables were placed around the end of the bridge and the concrete tower. Permanent repair was under-



**RTD Engineer John Joyce, on a ladder 30 feet from the street level, examines the underside of the University Bus Station bridge to ensure that it is safe for alighting RTD passengers.**

taken by Pentaco, Inc. under the supervision of Civil Engineer John Joyce. During repairs pedestrian traffic was detoured as were several lines out of Division 9 stopping at the Univer-

sity Busway Station. To transport students to the university, line 600 was used to shuttle passengers from the General Hospital area to the campus.

The bridge reopened for foot traffic on June 14, solid as a rock.



**RTD Engineer John Joyce's view from the bridge includes an inspection of all sides and surfaces of the structure.**

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## Fullerton Park-N-Ride Line Assumed by OCTD

Effective July 1, the operation of RTD Line 464 (Fullerton-Los Angeles Park-N-Ride) was taken over by the Orange County Transit District (OCTD) utilizing a private carrier.

Prior to July 1, the District operated buses on Line 464 under contract with OCTD. That contract expired June 30.

Service is now

provided by OCTD using the same route and schedule. Greyhound Bus Lines operate the buses under contract with OCTD.

RTD monthly passes are not honored. However, an interagency transfer agreement was reached whereby transfers are issued for use on RTD lines in Los Angeles and RTD employee passes are honored.

## Awards Given for Suggestions

CMF Materiel Control Clerk Oscar Rodriguez was awarded \$50 for his suggestion to use a thicker, more cost-effective gasket which reduces the the chance of oil leakage. He also suggested the District stock just one type of filler cap assembly unit opposed to the three different types currently stocked. The District stands to save approximately \$500 a year on these combined suggestions.

Division 3307 Mechanic A Michael Lezine, in a collaborative effort with two colleagues, suggested a modification

to the hand truck by adding two welded plates with studs so that wheel casters could be attached. This minor change to the equipment will assist mechanics in lifting heavy objects and will save the District an estimated \$3,000 as a result of a reduction in damage to heavy materials during handling, as well as minimizing the risk of injury. Levine received \$100 for his role in this suggestion.

Director of Personnel Gayel A. Pitchford made the presentations to the employees at the June 9 Board of Directors' Meeting.



*Materiel Control Clerk Oscar Rodriguez and Mechanic A Michael Lezine were presented with certificates and monetary awards for their cost-saving suggestions at the June 9 Board of Directors' Meeting. Joining the employees were, front row, from left to right: Human Resources Analyst Julie Regnier, Oscar Rodriguez, Michael Lezine, and Materiel Management Systems Support Analyst Margaret James. Back row, from left to right: RTD Board President Jan Hall, General Manager Alan Pegg, and Director of Personnel Gayel A. Pitchford.*

# C PUBLIC COMMENDATIONS

## Thanks for a Job Well Done!

### Divisions 3201

Jimenez, Margarita  
Medina, Albert L.  
Villalobos, Kathleen C.  
Wall, Jeff E.

### 3203

Abu-Hajar, Samih I.  
Hicks, Preston H.  
Martin, Duane  
Pena, Juan  
Sifuentes, Nick  
Van Horn, Timothy D.

### 3205

Forman, Joyce  
Fujioka, Kevin  
Garrett, Jody M.  
Jackson, Searcy M.  
Thomas, Brenda C.  
Trezuant, Cheryl D.

### 3206

Collins, Mary  
Davis, Evelyn M.  
Gutierrez, Hector

### 3207

Aguilar, Steve  
Ginyard, Simeon B.  
Graves, Rose  
Kiles, Michael  
Mills, Gregory  
Shawan, Vincent S.  
Wade, Daryll L.  
Weathersbee, Handy

### 3208

Arancibia, Margarita  
Barnfield, Gene  
Benard, Joe G.  
Koslow, Joseph  
Levenson, Morris  
Orr, James K.  
Rivard, Berta J.  
Robinson, Alfred G.

Vickers, Melvin  
3209

Herbert, Robert E.  
Legans, John E.  
Pepper, George W.  
3210

Bueno, Walter  
Crudup, Sandra A.  
Guzman, Jose N.  
Johnson, Elroy F.  
Lopez, Richard C.  
Shorters, Jimmie  
3212

Bushong, Robert E.  
3215

Bowman, Larry  
McCormick, R. G.  
Pereira, Miriam L.  
3216

Fisher, Robert L.  
3218

Christian, Bobby  
Crawford, Lois  
Jefferson, Ethel M.

### Departments

3299

Dell, Donald

### RTD

425 S. Main St.  
Los Angeles, CA 90013

Dear Mr. Horn:

I would like to take this opportunity to thank the following RTD personnel for a demonstrated good performance of their jobs, in a way this letter should have been written a few months back, but I'd like to write now even if it is late.

*continued on page 15...*



...continued from page 14

A couple of months ago I inadvertently left my purse on my way to work on a westbound 304 bus.

I would like to thank in writing a timely team effort of the police officer, the radio dispatcher, and the driver Juan Pena who acted immediately upon my call and I was able to recover my purse within 40 minutes. I asked the driver his name but I forgot to ask his badge number; he told me then he was to transfer to another line.

For the last month I had a temporary job assignment in Alhambra and I was riding the 483/485 line to work. I would like to show my appreciation for driver Duane Martin. He is polite and courteous, and always has a cheerful attitude. It really makes a difference. It is a pleasure to ride the bus with a driver who is well-mannered, an unusual quality deserving special mention in these days when both drivers and passengers have to experience the intrinsic indignities of the crowded public transportation system.

So, at the risk of being repetitious, thanks again to all those I mentioned above. May you continue to do your jobs as well as you are doing now. It is refreshing to see someone have enthusiasm and human interest in the performance of their duties.

Cordially,  
Berta Weissman

General Manager  
RTD  
425 S. Main St.  
Los Angeles, CA 90013

Dear Sir:

On bus line 217 at 3rd St. and Fairfax, driver Steve Aguilar saw a little old lady at the bus stop struggling with several shopping bags as she apparently tried to board the bus.

This wonderful driver got off the bus, picked up the woman's bags, put them on the bus, and then went to help her get on the bus. How she had managed to get to the bus stop with all her bags was something to wonder about in itself.

The kindness, helpfulness, and generosity of Steve Aguilar was appreciated by all who observed it, and when the little old lady thanked him several times, she thanked him for all of us, because his actions are such a rarity among people today in the Los Angeles area, and they were a joy to observe. He has done whomever raised him a true justice.

Very truly yours,  
Brenda Mack

Dear RTD,

I would like to bring to your attention one of the best bus drivers I have ever encountered. I have utilized your services for about 4 of 5 years and I have never ridden with a more considerate and responsible bus driver as Jim Shorters.

It is a shame that more bus drivers do not take the time or the initiative to make riding

# SCHEDULE CHANGES



**Alatorre, Hortencia**, from Typist Clerk to Clerk.

**Aleman, David L.**, from Operator Trainee Part-time to Operator Part-time.

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

**Arellano, Eliabeth**, from Operator Trainee Part-time to Operator Part-time.

**Avila, Maria T.**, from Operator Trainee Part-time to Operator Part-time.

**Ayala, Bienvenido**, from Operator Trainee to Operator.

**Barberic, Shari V.**, from Transit Police Investigator to Acting Transit Police Sergeant.

the RTD as pleasurable as this driver did. He is an asset to your company.

I do not know if this letter will mean anything to anyone but I feel it is my responsibility as a frequent user of your services to let you know when I am pleased with the services rendered.

If there were more drivers like Mr. Shorters I'm sure more people would utilize your services.

Thank you.  
Sincerely yours,  
Susan Sexton

**Bartman, Jack L.**, from Operator Trainee to Operator.

**Bobb, Alisa A.**, from Operator Trainee Part-time to Operator Part-time.

**Bottone, Michael A.**, from Senior Equipment Maintenance Supervisor to Acting Equipment Maintenance Manager.

**Brown, Joseph P.**, from Acting Assistant Vehicle Operations Manager to Assistant Vehicle Operations Manager.

**Castillo, Nicanor S.**, from Operator Trainee to Operator.

**Chhith, Hean**, from Service Attendant to Electrician Helper.

**Clark, Gerald R.**, from Mechanic A to Mechanic A Leader.

**Coman, Dorinel**, from Operator Trainee Part-time to Operator Part-time.

**Decena, Renato M.**, from Accountant to Senior Accountant.

**Diaz, Eloisa**, from Operator Trainee to Operator.

**Dien, Thanh D.**, from Junior Systems Programmer to Systems Programmer.

**Di Nuzzo, Alessandro**, from Equipment Maintenance Supervisor to Acting Senior Equipment Maintenance Supervisor.

**Downs-Christian**,

*continued on page 16...*

...continued from page 15

**Harry**, from Operator Trainee to Operator.  
**Emerson, Thomas C.**, from Operator Trainee to Operator.  
**Figueroa, Ronald J.**, from Operator Trainee to Operator.  
**Formoso, Tomas M.**, from Accountant to Acting Senior Accountant.  
**Franco, David M.**, from Operator Trainee to Operator.  
**Fuller, Luke R.**, from Transit Police Officer to Transit Police Investigator.  
**Hale, John J.**, from Operator Trainee to Operator.  
**Hardy, Warren E.**, from Mechanic B to Mechanic A.  
**Harper, Kathi S.**, from Human Resources Analyst to Acting Senior Human Resources Analyst.  
**Harrott, Sandra**, from Operator Trainee Part-time to Operator Part-time.  
**Haro, Angel A.**, from Operator Trainee to Operator.  
**Harting, Jon N.**, from Mechanic C to Mechanic B.  
**Hicks, Don W.**, from Operator Trainee to Operator.  
**Hinkle, Phillip J.**, from Transit Police Officer to Transit Police Investigator.  
**Holman, Donald L.**, from Acting Real Estate Appraisal Manager to Real Estate Appraisal Manager.  
**Huffer, Linda G.**, from Typist Clerk to General Clerk II.  
**Jackson, Donald**, from

Operator Trainee to Operator.  
**James, John M.**, from Operator Trainee to Operator.  
**Jenkins, Charles R.**, from Transit Operations Supervisor to Acting Senior Transit Operations Supervisor.  
**Jones, Richard L.**, from Schedule Checker to Acting Schedule Checker Supervisor.  
**Kawahara, Roy N.**, from Mechanic A to Mechanic A Leader.  
**Kendall, Samuel V.**, from Operator Trainee to Operator.  
**Keng, Wen-Jen L.**, from Programmer Analyst to Acting Senior Programmer Analyst.  
**Khali, Abdul K.**, from Operator Trainee to Operator.  
**Kirchner, Ronald J.**, from Operator Trainee to Operator.  
**King, Marguerite**, from Data Control Specialist to Acting Computer Operation Analyst.  
**Landers, Robert K.**, from Electrical Maintenance Supervisor I to Acting Electrical Maintenance Supervisor II.  
**Lee, Jackey S.**, from Senior Equipment Maintenance Supervisor to Acting Equipment Maintenance Manager.  
**Lewis, Robert H.**, from Transit Police Officer Trainee to Transit Police Officer.  
**Long, Donald E.**, from Operator Trainee to Operator.  
**Lopez, Gilbert H.**, from Operator Trainee to Operator.  
**Lopez, Jorge G.**, from Operator Trainee to Operator.

**Mark, Tat T.**, from Operator Trainee to Operator.  
**Martin, Donald J.**, from Operator Trainee to Operator.  
**Martin, Linda J.**, from Operator Trainee to Operator.  
**Martin, Tommy W.**, from Operator Trainee to Operator.  
**McKnight, Carl E.**, from Printer II to Acting Printing Supervisor.  
**Medina, Vincent E.**, from Operator Trainee Part-time to Operator Part-time.  
**Mendez, Alex**, from Mechanic A to Mechanic A Leader.  
**Miller-Disdier, Jane A.**, from Operator Trainee to Operator.  
**Nuila, Gladis E.**, from Operator Trainee Part-time to Operator Part-time.  
**Pantoya, Victor**, from Operator Trainee to Operator.  
**Perez, Yolanda M.**, from Clerk to General Clerk.  
**Procopio, Leila S.**, from Legislative Analyst to Acting Director of Federal & State Liaison.  
**Ramirez, Raul A.**, from Operator Trainee to Operator.  
**Riley, Harold D.**, from Computer Operation Supervisor to Acting Junior Systems Programmer.  
**Rios, Richard**, from Operator Trainee to Operator.  
**Rodriguez, Felix**, from Operator Trainee Part-time to Operator Part-time.  
**Rollins, Dewey A.**, from Operator Trainee Part-

time.  
**Sampson, Henry H.**, from Service Attendant to Service Attendant Leader.  
**Selby, Ralph H.**, from Operator Trainee to Operator.  
**Silva, Elizabeth**, from Acting Executive Secretary to Executive Secretary.  
**Smith, Bernice C.**, from Operator Trainee Part-time to Operator Part-time.  
**Soliven, Jun R.**, from Operator Trainee to Operator.  
**Soto, Raquel**, from Operator Trainee to Operator.  
**Stewart, Betty J.**, from Operator Trainee to Operator.  
**Tenchavez, Alberto M.**, from Operator Trainee to Operator.  
**Thomas, William J.**, from Senior Materiel Supervisor to Acting Production Planner.  
**Traber, Arthur**, from Transit Police Officer to Acting Transit Police Investigator.  
**Ullrich, David W.**, from Information Clerk to Acting Supervisor of Telephone Information.  
**Valdez, Hector M.**, from Operator Trainee to Operator.  
**Vandeventer, Ed**, from Acting Transportation Superintendant to Transportation Superintendant.  
**Villegas, Ralph**, from Operator Trainee to Operator.  
**Walls, William L.**, from Operator Trainee to Operator.  
**Wang, Alfred S.**, from Programmer Analyst to

continued on page 17...



# SHIFTING GEARS



**Abbott, Robert**, began with the District on May 9, 1974, retired as an Operator on May 31, 1988.

**Bluemke, Patricia**, began with the District on February 25, 1972, retired as an Assistant District Secretary on May 31, 1988.

**Bogenhoff, Donald**, began with the District on May 8, 1978, retired as a Mechanic A on May 31, 1988.

**Castro, Victor**, began with the District on September 15, 1972, retired as an Operator on

May 15, 1988.

**Davis, Andrew**, began with the District on September 21, 1959, retired as an Operator on June 4, 1988.

**Dewey, Roddrick**, began with the District on May 11, 1959, retired as a Traffic Loader on May 17, 1988.

**Evans, Lott**, began with the District on August 8, 1960, retired as an Operator on May 9, 1988.

**Fiore, Anthony**, began with the District on May 15, 1978, retired as a Mechanic A on May 20, 1988.

## ...Schedule Changes

*...continued from page 16*

Acting Senior Programmer Analyst.

**Ward, Carolyn J.**, from Operator Trainee Part-time to Operator Part-time.

**White, David L.**, from Operator Trainee Part-time to Operator Part-time.

**Williams, Lisa M.**, from Operator Trainee Part-time to Operator Part-time.

**Winston, Rita P.**, from Senior Programmer

Analyst to Acting Systems Project Leader.

**Zaidi-Johnson, Amelia**, from Operator Trainee Part-time to Operator Part-time.

**Zamora, Rigoberto**, from Operator Trainee Part-time to Operator Part-time.

**Zeledon, Luis**, from Operator Trainee to Operator.

**Zisner, Benjamin S.**, from Operator Trainee to Operator.

**Gennarini, Gene**, began with the District on February 28, 1958, retired as an Operator on May 31, 1988.

**Hageman, Rodell**, began with the District on August 1, 1970, retired as an Operator on May 31, 1988.

**Hunter, Marshall**, began with the District on June 3, 1967, retired as an Operator on May 25, 1988.

**Jackson, LaMeach**, began with the District on September 15, 1975, retired as an Operator on May 31, 1988.

**Jeffries, Harry**, began with the District on April 5, 1976, retired as an Operator on May 23, 1988.

**Jones, Wesley**, began with the District on May 26, 1962, retired as a Transit Operations Supervisor on May 27, 1988.

**Kimme, William**, began with the District on May 4, 1963, retired as an Operator on June 3, 1988.

**Mayall, Charles**, began with the District on January 13, 1964, retired as a Mechanic A Leader on October 13, 1987.

**Wald, Sidney**, began with the District on July 27, 1955, retired as an Operator on June 17, 1988.

**Walker, Charles**, began with the District on February 16, 1954, retired as an Operator on June 1, 1988.

**Zackery, Jonah**, began with the District on September 6, 1956, retired as a Printer II on December 31, 1987.

## IN MEMORIAM

**Ball, John**, began with the District on December 3, 1934, passed away on February 19, 1988.

**Ferguson, Gerald**, began with the District on August 5, 1946, passed away on May 7, 1988.

**Freestone, Charles**, began with the District on March 10, 1923, passed away on May 10, 1988.

**Hull, Rosella**, began with the District on June 19, 1978, passed away on May 23, 1988.

**Michaud, Raymond**, began with the District on February 16, 1968, passed away on May 1, 1988.

**Rodgers, William**, began with the District on September 13, 1987, passed away on June 3, 1988.

**Semenoff, Bernie**, began with the District on November 9, 1978, passed away on June 8, 1988.

**Tinsley, Henry**, began with the District on January 12, 1937, passed away on May 18, 1988.

# COMMENDATIONS




*RTD Retirees were recognized at the June 9 Board of Directors' Meeting and were presented with plaques by RTD Board Director John F. Day. Front row, from left to right: Director Day, Division 12 Operator Clarence E. Andrews, Division 12 Operator Samuel Bagsby, Jr., Division 12 Operator Dale L. Dixon, and Division 12 Operator Sally I. Dorn. Back row, from left to right: Assistant General Manager for Operations Robert Korach, General Manager Alan Pegg, and Division 15 Operator Mercer R. Cantrell.*



*RTD Retirees were recognized at the June 9 Board of Directors' Meeting and were presented with plaques by RTD Board Director John F. Day. Front row, from left to right: Director Day, Division 15 Operator John W. Ebbers, Division 9 Operator Leroy M. Kemble, Division 9 Operator Gilbert D. Romero, and Division 9 Operator Sidney Wald. Back row, from left to right: Assistant General Manager for Operations Robert Korach, General Manager Alan Pegg, and Division 1 Transit Operations Supervisor Charles E. Dimmitt.*

*RTD Retirees were recognized at the June 9 Board of Directors' Meeting and were presented with plaques by RTD Board Director John F. Day. Front row, from left to right: Division 7 Operator Gene Gennarini, CMF Mechanic A Flood Washington, Division 8 Operator Victor M. Castro, Transit Operations Supervisor James W. Jones, and Division 8 Operator William L. Kimmey. Back row, from left to right: Assistant General Manager for Operations Robert Korach, General Manager Alan Pegg, Division 5 Operator Fuller D. Glover, and Director Day.*

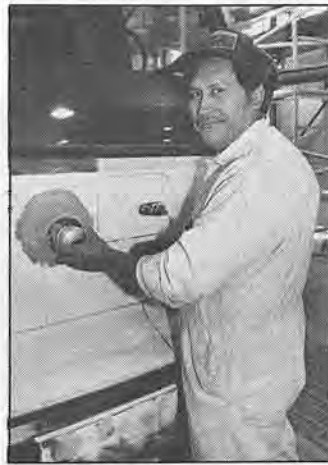
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...continued from page 18



**Mechanic A Leader Gunther Kirstenpfad was selected the CMF Maintenance Employee of the Month for March. Kirstenpfad is considered by his supervisors to be a loyal and dedicated employee. His positive attitude and superior leadership abilities are a great asset to his department. He has maintained a perfect attendance record during his 12 years of service to the District. His work performance is excellent and he is a leader who is respected by his fellow employees. Kirstenpfad works in the Mechanical Units Section at the CMF.**



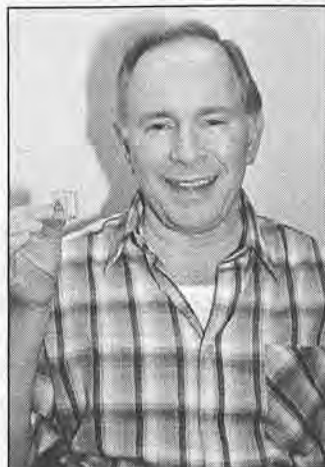
**Mechanic A Jose Torres was named the CMF Employee of the Month for April. Assigned to the Paint Shop, Torres shows great enthusiasm and initiative in performing his duties. His supervisors consider him an asset to his department. In his four years with the District, Torres has maintained an excellent attendance record. He performs his assignments with great expertise and knowledge.**



**Willie Hemingway was chosen the General Services Department Employee of the Quarter for the third quarter. A mopper/waxer, Hemingway has been with the District for 12 years. He was selected for the honor because of his willingness to cooperate under any condition and his outstanding performance in his duties. His attendance has been excellent. Hemingway has missed only one day since 1985, indicating a marked improvement. He was presented with a plaque and a \$50 U. S. Savings Bond by General Services Supervisors Joseph Coleman and Darryl Calmese at a ceremony held June 15.**



**Division 3309 Electronic Communication Technician Steve Summers was selected as the Facilities Maintenance Employee of the Month for May. Currently, Summers is working in a leader capacity coordinating a large radio installation project in new vehicles purchased by the District. In the course of this project, Summers has shown himself to be a conscientious and dedicated employee. His supervisors know he will get the job done in a professional manner and that he is willing to see that his fellow workers perform in a similar fashion. Division 3302 Electronic Communication Technician Leader Charlie Kobashigawa was the Sweepstakes winner for May.**



**Senior Accounts Payable Clerk Harold Fink was presented his 25-year service pin in June. Harold began his career at the District in 1963 at South Park where he worked as a Kardex Clerk. He has also worked at Division 5 and with the Purchasing Department. He came to the Accounting Section in 1975.**

continued on page 20...

# COMMENDATIONS



*Assistant General Manager for Operations Robert Korach was presented a resolution in appreciation of his 3-1/2 years service to the District at the June 23 Board Meeting. Korach resigned from the District June 24 following a stellar 47-year career in public transit. He was presented the resolution by RTD Board President Jan Hall and General Manager Alan Pegg.*



*Bus rider William W. Barrow was presented with a resolution of appreciation by the RTD Board of Directors at the June 23 Board Meeting for his loyal patronage over the last 20 years. Barrow, a recent retiree of McDonnell Douglas Astronautics Company in Monrovia, traveled daily on bus lines 442, 491, 187, and 207 to and from work. It is estimated that Barrow logged approximately 17,000 hours on RTD buses or the equivalent of continuously riding a bus for nine years on the basis of riding five days a week, eight hours a day. "At times it was inconvenient," said Barrow, "but I had to work, so I stuck with it." Barrow lives in South Pasadena and over the 22 years he was employed by McDonnell Douglas his job site moved from Alhambra to El Monte and, finally, to Monrovia. He used to save every bit of his sick leave just in case the RTD drivers went on strike. Once when the operators did strike, he was forced to rent a motel room close to his place of employment. Barrow said he will still ride the RTD now that he has retired, but just not as often. "It was alright, it accomplished the service. I just have to say, 'Keep up the good work!'" Barrow was presented his resolution by RTD Board President Jan Hall and General Manager Alan Pegg.*



*Systems Electronic Communication Technician Leader Dick Burns was selected the Facilities Maintenance and Operations Department Employee of the Month for March. Burns was praised for his job attitude, knowledge, experience, and his assistance in accomplishing the various relocation and new system installations throughout the Headquarters Building. Burns' willingness to share his knowledge and experience with his co-workers contributed greatly to the on-time completion of the installation project.*



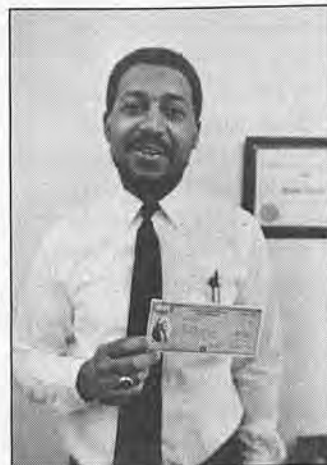
...continued from page 20



*Certificates of Merit were presented to the May Employees of the Month at the June 23 Board of Directors' Meeting by RTD President-Elect Gordana Swanson. Those employees included, front row, from left to right: Telephone Information Operator Gil Goytia, Division 16 Operator Herman Koenekamp, Electronic Communication Technician Leader Chuck Christenson, and Division 16 Transportation Manager Harold Hollis. Back row, from left to right: General Manager Alan Pegg, President-Elect Swanson, Director of Customer Relations Robert Williams, and Electrical Maintenance Supervisor II Bill Heffler.*



*Mike Laichareonsup was selected the Printing Department's Employee of the Quarter for the fall quarter. Laichareonsup began work at the RTD on April 13, 1987 as a typesetting/layout operator. He lives in Whittier and has 2 children. His favorite recreation is golfing and being with his children. His supervisor, Art Issoglio, says that he is one of the best typesetters in the business. He has a devotion to accuracy and neatness that is appreciated by all who use his services. He was presented his plaque by Printing Department Manager Al Moore.*



*Program Control Analyst Wayne Moore was chosen the Metro Rail Program Control Department's Employee of the Quarter for Spring 1988. Moore was selected because of his outstanding performance which included submittal of the first Metro Rail Budget completed in both cash flow and obligation formats and the first Metro Rail Project out-year forecast that was combined with a fiscal year budget process. Along with a certificate acknowledging his contribution to the department's objectives, Moore received a \$50 U.S. Savings Bond.*

## Mechanic to the Rescue

On June 11, Division 15 Mechanic A Jimmy Weaver had to take time off from work. He lost a day's pay, but because he was willing to do it a young boy was rescued from certain peril.

For the last 4 months, Weaver, 42, has been a member of the Southern Kern County Search and Rescue Team located in Frazier Park. In June his team was

hiking group was found. Weaver was relieved when they finally located the party. "We were notified at 12 noon, we picked up their footprints, and by 8 p.m. we found them. I know I felt anxious because you never know what you'll find," said Weaver. While patrolling the forest each unit member carried a hand-held police radio so they could communicate



***Kern County Search and Rescue Unit member Jimmy Weaver is also a mechanic at Division 15.***

activated to search for five lost hikers in the Los Padres National Forest. One of the hikers, a 10-year-old boy, is an epileptic whose medication would have run out in 24 hours had he not been located before that time. The boy's parents were understandably very worried.

By beating the brush with his team every missing person from the

with the Sheriff's Department in Bakersfield and the local police van.

Weaver originally got involved with emergency rescue training at Edwards Air Force Base. The trainers were very impressed with his survival skills and encouraged him to volunteer with the sheriff's search and rescue team. After a detailed background

check on him was completed, an incumbent member of the unit sponsored him into the team.

As a member of the unit, Weaver said it is like being on a alert all the time. He carries his uniform in his vehicle at all times along with a day pack, extra fuel, and food and water. He likes it, he likes to help people. He is also learning how to read

tracks left by humans and animals.

Weaver is proud of his unit and will tell you that they have a 100 percent success rate. "We've never lost anyone in our unit and we've rescued every victim assigned to us."

Weaver lives with his family in Lake of the Woods which is 3 miles west of Frazier Park.

## Allen Elected to COSIPA Board

Senior Workers' Compensation Specialist Marlene Allen with the Office of Risk Management was elected to the Council of Self-Insured Public Agencies (COSIPA) board of directors in June.

COSIPA was created in 1972 and is currently a group of over 100 California public agencies that are self-insured for workers' compensation. The purpose of the organization is to assist member agencies in providing equitable and prompt workers' compensation to injured employees at the lowest possible cost to the agency.

The RTD has been a member of COSIPA since the early 1970's, but this is the first time an RTD employee has been chosen as an officer. Ms. Allen was elected to a two-year term ending June 1990. "I feel it is quite an honor for me personally to be asked to



***Senior Workers' Compensation Specialist Marlene Allen was elected to the board of directors of the Council of Self-Insured Public Agencies (COSIPA) in June.***

serve on the board of COSIPA, and it should also be an advantage to the District that my name as well as the District's appears on the letterhead," she said.



# MARKETING NEWS




**Director of Marketing and Communications Tony Fortuno and Advertising Manager Connie Ward join the team as they pose with LA Raiders, back row, from left to right: Linden King, #52, Greg Townsend, #53, and Steve Smith, #35. With them are, front row, second from right: photographer Marlene Wallace and, kneeling, Chris Conkling, account executive from the RTD's advertising agency Pool/Sarraille.**

When the RTD Marketing Department acquires a private firm as a promotional sponsor, it means much more than additional funds for District programs. The public also benefits. These programs help fight serious problems like graffiti and vandalism, and gain valuable bonuses for our riders on special events, products, and services. Frequently, the program is targeted

to special markets such as seniors and students.

One such program, the Los Angeles Raiders Anti-Vandalism Outdoor Ad Campaign, gets the message out on a wide scale, using athletes to encourage teen-agers to make their mark on the world, not on our buses. Director of Marketing and Communications Tony Fortuno began negotiating with LA Raiders Director of

Promotions Mike Ornstein three years ago for a campaign that today is worth over \$500,000 in outdoor advertising space. In 1987, the Raiders donated the time of their popular players, Marcus Allen and Bill Pickel, who appeared on nearly 700 outdoor billboards, 200 exterior bus advertisements and 2,600 interior car cards. The two Raiders also posed for 5,000 Anti-Vandalism posters which were distributed to schools and merchants throughout Los Angeles.

With District expenditures for cleaning up and repairing vandalized buses running more than \$6 million a year, the worth of the Raiders campaign to the RTD increases dramatically.

Also involved in sponsoring the campaign are Gannett Outdoor, Coast United, Patrick Media Group, Winston Network, and Gateway Outdoor, outdoor media companies who have provided public advertising space on billboards

and buses.

Commenting on the Raiders' decision to sponsor the program, Ornstein said, "We have some of the toughest players in the NFL, and they want to tell teenagers that you're not tough when you vandalize a bus. It's an important program because it gives us a way of getting our message out as a team to help stop graffiti."

Tony Fortuno explains the effectiveness of such sponsorships. "The greatest value of a joint promotion is that you get a company to visually support RTD bus service. The firm's trademark appears beside ours and we get revenue for it. That's action, not lip service. We've had joint programs with over 300 private and non-profit firms. This has given the RTD highly visible exposure in the Los Angeles marketplace with ongoing endorsement of the RTD. This is quickly recognized by

*continued on page 24...*



**Marketing and Communications Representatives Ed Langer and Scott Smith pass out Metro Rail information to seniors attending the Time of Your Life Expo.**

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**Preparing to shoot the cover photo for the Fresh Savings youth pass brochure are, front row, from left to right: Matt Smith and Jennifer Chinn; second row, from left to right: RTD Marketing and Communications Representative Sherrie Wagner-Fernando, Jennifer Fernando, and Vanessa Carver, and sitting on the fence, Sandor Velez. Production costs were underwritten by Santa Cruz Skateboards.**

consumers and is essential for attracting new riders and for positioning the RTD as a viable means of travel."

The 1986 Raiders Anti-Vandalism ad campaign gained additional positive recognition for the District. Fortuno and Advertising Manager Connie Ward won a public service award from the Los Angeles Advertising Women for their contribution to the community.

Fortuno has been also speaking with the

Los Angeles Kings hockey team to develop another joint promotion that would begin in October.

A two-year collaboration with Opportunities Services for Seniors, negotiated by RTD Marketing and Communications Representative Scott Smith has gained the RTD wide exposure at the Time of Your Life Expo, held annually at the Los Angeles Convention Center. More than 44,000 attendees passed by the RTD booth, which was donated free and which featured Metro Rail this year. Smith also arranged for the promotion of RTD services in all Expo literature. The president of Opportunities & Services for Seniors, Karen Press, praises the RTD/Expo partnership. "Our goals wouldn't be possible without the RTD. The RTD is an important part of the family that makes the Expo possible. We're proud to be associated with the RTD with its ongoing responsibility to the needs of seniors and its reputation as a leader in affordable transportation for our 50+ audience."

Riders throughout the RTD service area benefited from a system map sponsored by Beatrice Grocery Group in 1985. Featuring coupons for Beatrice food items, the map included insets of RTD's downtown routes, fare information, a listing of RTD Customer Centers, tips on how to use timetables, and wheelchair accessible

service, a guide to hospitals, major shopping centers, sightseeing and recreation points, travel connections to train and interurban bus lines, and colleges and universities.

The Director of Community Relations for Beatrice, Bernice K. Hird, authorized the contribution of \$50,000 to underwrite the production of the map. "We are pleased to be a part of something which would increase RTD usage," Hird said. "We felt this was an important benefit to our company and the community as it increased purchases of Beatrice products."

The RTD was able to provide this kind of

\$15,000 to print 300,000 copies of the publication. It contained information on routes of the various venues, fares, travel time, shuttle service, and park-n-ride service. Says Lynn Jewell of the Daily News, "We were delighted with the results of this program and pleased with the increased bus usage during the Olympics."

The latest edition of the RTD Fresh Savings youth pass brochure, aimed at young riders and providing merchant discounts to RTD pass buyers, is being sponsored by Santa Cruz Skateboards, a division of NHS. Santa Cruz is underwriting \$2,500 for



**Operator of the Year Lonnie Anders accepts a gift certificate for a trip for two to Phoenix/Scottsdale from Vice President of Winston Network, Inc. Dick Thomas and RTD Director of Marketing and Communications Tony Fortuno.**

enhanced value to its riders with the RTD Bus Service Guide to the 1984 Olympics, sponsored by the Daily News and Converse. As a result of meetings with RTD Promotional Planner David Wilson, these companies donated, respectively, \$30,000 and

the production of the brochure cover, poster car card, and direct mail piece used to inform merchants of the program.

"We can offer Santa Cruz access to the youth market which makes up most of their business,"  
*continued on page 25 ...*



...continued from page 24 says RTD Marketing and Communications Representative Sherrie Wagner-Fernando. Assistant to the president of Santa Cruz Bob Denike approved the sponsorship as soon as he saw our daily ridership under the age of 19 numbers—265,000.

“Sponsorship like the Beatrice Grocery Group’s and Santa Cruz’s allow us to provide additional value to our riders,” says RTD Promotions Unit Manager Alice Tolbert Wiggins. “We’re also able to forge stronger ties with the public, with promotions such as the Raiders Anti-Vandalism Outdoor Ad Campaign. We can build our image while working toward solving a critical problem for the communities we serve.”

## Mechanic’s Daughter Receives ATU Scholarship

Han Ne Lee, the daughter of RTD Mechanic A Choon Lee, was selected as one of the five recipients of the \$2,000 Amalgamated Transit Union Charles D. Yelkey Memorial Scholarship.

Han was selected from almost 300 applications submitted from students throughout the United States and Canada by the independent selection committee for the Scholarship Program. Her scholarship commences with the 1988 fall term.

# Credit Union News

by *Debbie Flores-Pollock, Marketing Director*

## Plan to Save on Vacation Air Travel

More people than ever before are traveling by air on their vacations. If you’re one of these air travelers, there are a number of steps you can take right now to save money on summer air fares:

- When making reservations ask for the lowest fares, and don’t specify a time of day. Flights at off-peak hours can be significantly cheaper.
- Be flexible about the

day you want to travel. Flights on weekends are usually more expensive than those between Monday noon and Thursday noon.

• Consider flying on Labor Day or any other holiday as these flights are often under-utilized and therefore fares on these days are often reduced. On the other hand, bargain fares are seldom available on days immediately before and after a holiday.

• Look for connecting flights, rather than the

most expensive nonstop routes.

• Plan ahead. Book as early as possible for the highest discounts. However, be warned: the lowest fare tickets are usually non-cancellable and non-refundable. So if there’s a chance you may have to cancel, pay a little more for tickets that provide a refund if your plans change.

So take advantage of these tips and have a nice vacation!

## TO HYOUR HEALTH



by *Elia Hager, R.N.*

## Once Again, Walking: More on the Subject

This is one form of exercise that does not require lots of special equipment for success. What any walker needs is a pair of good walking shoes and that is it; that is, after you have decided that walking is for you.

### Shoes

The most important type of shoe is one that gives your foot good support and has a well-padded sole. Shoes that are termed tennis or aerobic shoes can be used if they fit well, give support, and are not exercise shoe cast-offs. Naturally, the best type of shoe for walking is the type specifically made for walking, walking shoes!

This type of shoe has more padding on the sides so your stride is kept anatomically correct.

When you’re ready to buy your shoes be sure you buy them in the afternoon, after you’ve been on your feet for a while. Try on the shoes with heavy all-cotton socks and walk around in them for awhile to make

*continued on page 26...*

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sure the shoes fit properly. Then and only then invest in the only piece of equipment you'll need for successful exercising, the walking way!

Keep your shoes in good condition. If they get wet, be sure they are completely dry before you use them again. Walking in wet or moist shoes will stretch the shoes then they won't fit properly. Never put your walking shoes in the dryer or directly by a heat source. Dry them slowly away from any heat or direct sunlight. All exercise shoes are good for 500 miles of hard use. After that, retread them and retire them to the garden or mall-shopping.

### Clothes

Clothing is optional, that is to say the style and color. The type of exercise apparel should be loose fitting and of a good absorbent material (100 percent cotton is best) dictated by your needs and the weather rather than the ads for "cute" exercise togs. Remember, be sure the fabric is 100 percent cotton and loose fitting. The darker the color the warmer you will feel in the sunshine.

Sweats are called sweats because they both absorb perspiration as well as increase the body temperature thus making you sweat. Be sure you drink plenty of water before, during, and after you exercise. Remember, your body is 70 to 80 percent water and needs

to stay at that percentage to function properly. The phrase "be well hydrated" means exactly that, to keep the body at the proper percentage of water versus all the other stuff in the body. How can you tell if you're at the right percentage?

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**What any  
walker needs  
is a pair of good  
walking shoes**

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Your urine will tell you. The color and quantity will indicate if you are well hydrated. Clear and light yellow in usual amounts is normal. If the amount is little and the color is dark yellow or amber, you need to drink more water, not sodas or beer.

### Weights

The use of weights during walking for exercise is not for everyone and the use of ankle weights is not recommended for anyone. Using weights around the ankle can lead to or increase injury to ankles and knees. Ankle weights throw the body out of alignment causing the user to stride unnaturally.

Using added weights to the wrists can be beneficial to those who wish to increase the cardiovascular activity of walking but they should be added only after consulting with your family physician. The weight that you chose

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## He Had Promises to Keep

In November of 1956, Division 15 Operator Lester Williams had just completed a three-year tour of duty with the U.S. occupational forces in Bad Kissingen, Germany. On the day of his departure he had promised a 12-year old German boy he had befriended, Hubert Vieth, that he would come back to visit one day. It was a promise that would haunt him for the next 32 years, evoking the feeling so eloquently captured by Robert Frost in the stanza from his poem

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should be dictated by your fitness and your health. The use of wrist weights is recommended for those already well into a vigorous form of walking for exercise and who require such exercise to cause an appropriate and proper increase of their pulse rate. So my recommendation to all is to use weights only after walking rapidly and regularly for 6 months and slowly increase the weight in small 1/2-pound increments after starting with 1 pound weights on each wrist.

So walk and sing in the rain or sunshine but on smoggy days, walk early in the morning or late in the afternoon. Esto es vivir!

*Stopping by Woods on a Snowy Evening:*

*The woods are lovely,  
dark and deep*

*But I have promises  
to keep,*

*And miles to go before  
I sleep.*

After he left Germany, for the next three

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*...would haunt*

*him for the*

*next 32 years...*

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*continued on page 27...*

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## To All RTD Retirees

We invite all RTD retirees who live in the Inland Valley to come and join our new "Inland Valley RTD Retiree Club." Our potluck socials are held in the meeting room at the Perris Railway Museum at 12 noon on the fourth Tuesday of each month.

A warm welcome will be extended to all RTD retirees and their friends regardless of where they may reside.

For more information, contact our club president Bill McGee at (714)929-3598.



## ...Promises

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**Hubert Vieth and his parents pose in front of their home in Eltingshausen, Germany in 1954 for Spec. 4 Lester Williams. Williams is now an operator at Division 15 who recently returned from a visit to Germany to renew his friendship with the boy he met 35 years ago.**

decades Williams would dream about the town and Hubert. "It was like an obsession," said Williams about his odyssey which began when he joined the army in 1953 at age 17.

Eight years after the Second World War Williams as a specialist 4, was stationed in Germany, his first overseas tour of duty. He was assigned to the 14th Armored Cavalry and was the youngest member in his outfit. "I didn't even shave then. The Germans used to call me *Kindersoldat* (baby soldier). I used to hate that so!"

Williams' tank division used to pull border patrol on the East German frontier. While

on maneuvers in the spring of 1954, some children came by everyday on their bicycles to chat with the soldiers. One child, named Hubert, spoke excellent English. Hubert invited Williams to his home in Eltingshausen for dinner many times. "I was skeptical. I mean the war was only over 8 years and relations weren't that friendly. But, finally I took him up on his offer and his mother made us a beautiful dinner. We all took a liking to each other."

Over the next three years Williams would be a frequent guest in the Vieth home, a virtual member of the household. In 1956, however, his



**Operator Lester Williams asked Vieth and his parents to pose in the same position they had 35 years earlier for a picture he took May 1988.**

tour was up and it was time to return to the United States. Williams promised to return and to write until then. He returned to his hometown of Springfield, Massachusetts, then began his

second tour of duty in Fort Dix, New Jersey followed by a stint in Korea and ending as a platoon sergeant in Ft. Hood, Texas. Williams' experiences as a platoon sergeant are material for another story; his platoon consisted of such recruits as the football star Roosevelt Grier, and baseball greats Sandy Koufax and Don Drysdale.

In 1961 Williams received a medical discharge from the Army and returned to Massachusetts, remaining there until 1968. All the while, he maintained his penpal relationship with Hubert. That is, until he decided to move to California in 1968. Misplacing Hubert's address in transit brought the communication between the two to an abrupt halt.

For the next 20 years Williams lost all contact with the German boy. He found that life has a way of intervening and interfering with the best

intentions and most hopeful plans. Williams married, had a daughter, became a grandfather, and eventually settled in Inglewood.

In April 1988 he happened to be going through a box of old papers that was housed in the garage. While scanning the contents of

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*Over the next*

*three years*

*Williams would be a frequent guest in the Vieth home*

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the box he discovered an old letter from Hubert containing his address.

"I wrote him after 20 years. I didn't expect an answer, but a month later I got a letter from

*continued on page 28...*



**On a tour of his old base in Bad Kissingen, Germany, led by the base chaplain, Williams and his friend Hubert get a close look at NATO forces fighting equipment.**

## ...Promises

...continued from page 27  
him. Hubert said as soon as he saw the letter he knew who it was from. He filled me in on his life and said if I ever came to Germany to come and see him." Hubert told Williams he had gone on to college, then law school at the University of Wurzburg. He had married, and in 1970 was appointed a judge in Schweinfurt. In 1971 Hubert served as the district attorney in Schweinfurt. He has been a district judge for the city of Bad Kissingen since 1972. His daughter, 22, was busy attending



**Williams was invited into Bad Kissingen's District Judge Hubert Vieth's chambers.**

the university in Munchen. His parents were in their eighties and they still remembered Williams with fondness.

Williams began to consider the possibility. He had a week of vacation left. Why not, he decided. He called Hubert several times running up the kind of bill AT&T dreams

of collecting. Ticketing himself on Pan Am, he took off the last week in May from LAX for Frankfurt am Main Airport.

When he landed in Frankfurt, Williams looked about the gate anxiously for Hubert. So many things were running through his mind all at once. He didn't know what the adult Hubert looked like, all he knew was this 12-year old kid. "No one was there [to meet me]. I called his wife and she said he had left over 2 hours ago and he should be there. When I stepped out of the phone booth there was a distinguished gentleman looking at me. He came toward me. He said, 'Lester'. I said, 'Hubert,' " Williams said choking back emotion in telling the story he has retold many times since his return home. He paused for a minute, quietly emphasizing the moment of this meeting, promised so easily in youth and fulfilled as an adult more than 32 years later.

They stood there shaking each other's hand. Looking into each other's eyes, catching up on personal histories so finely etched by nature's deft hand on their faces. "We tried to make up for 32 years in that minute standing there. The vision of him as a 12-year old vanished. I carried that vision for 32 years. I couldn't picture him as a grownup."

Hubert ushered Williams out of the airport, carrying his bags down to the parking garage to his Mercedes.



## Operator Lester Williams back at Division 15.

The distance of 80 miles from Frankfurt to Bad Kissingen isn't long by Los Angeles standards, but by German measure it is a lengthy drive from the state of Hesse to Bavaria. But, on the other hand, for anyone who has ever driven on the autobahn 80 miles isn't such a big deal, especially in a Mercedes.

"When we rode over the hill he pointed to Bad Kissingen am Sinnberg, and said, 'There's the town you've been waiting to see for 32 years.'"

At Hubert's house, the two men talked for five hours without interruption about what they had done with their lives. Each proudly showing pictures of children, and, for Williams, grandchildren. Hubert took a week off to spend with his friend touring the city and the kaserne, or base, where Williams had been stationed as a soldier.

Hubert's wife worked on the base in the travel bureau. She told the base chaplain about Williams'

return. "The chaplain and I quickly became good friends. I told him what Gibbs Kaserne was like in the fifties. He treated me like a king. Why, the company commanders invited me into their quarters. They couldn't believe anyone would come back after 32 years." Williams was given a soldier's tour of the base with particular attention to all the new, computer-run fighting equipment. Williams shook his head, "We didn't have any of that in the fifties, we used the old half-track tanks."

The old, post-war Germany Williams remembered did not have the Burger Kings, McDonald's, and H & R Block's in the business district that the new Germany now has. "Things are very Ameri-

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*He didn't  
know what the  
adult Hubert  
looked like...*

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canized there now. The little cafe the American G.I.s used to hang out in is no longer there. The rate of exchange was better when I was stationed there. G.I.s living off the base have it a lot harder now."

No visit to Bad Kissingen for Williams

*continued on page 29...*



## ...Promises

...continued from page 30

would have been complete without a trip to Hubert's parents' home. "What a feast his mother had for me. It was only me and Hubert, but you would have thought she was going to feed an army."

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*"What a feast  
his mother  
had for  
me."*

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The week went by too fast for them. Before he knew it Williams was in the car with Hubert going back to the airport. "I promised him that I would come back and see him. I also invited him and his family to come see me in California." Williams paused for a minute, remembering that Hubert's favorite singer is Country & Western singer Ronnie Milsap. "I've got to send him some Ronnie Milsap tapes. He loves Country & Western music."

Williams observed that when he got on the plane to come home he felt as if something had been lifted off his mind. "I guess I finally kept my promise to see him. I used to dream about that little boy, I don't have that dream anymore." As if fortified by his recent memories, Williams said with added resolve, "I am going back to see him. It was like seeing a brother."

## A Planner Planting Trees for Tomorrow

It is August in Los Angeles, one of the hottest and smoggiest months in the year. As the sun bleaches the concrete and melts the asphalt while millions of cars drive by spewing more and more exhaust



***RTD Joint Development Specialist Steve Brye holds out a cell containing redwood seedlings. Brye has taken on the ambitious task of producing 5,000 such cells this year in an attempt to help reforest the Stanislaus National Forest in northern California, an area the size of the state of Connecticut, which was devastated by a recent fire. Brye feels his hobby of reforestation slip-streams in easily with his job as a rail transit planner because both bring about significant environmental improvements.***



***Brye and his partner in the redwood reforestation project, Caltrans Engineer Robert Schulte, show a success story—a redwood that germinated and is now nine inches tall. The tree is in the age range of 3 to 5 years.***

into the atmosphere, one has to wonder about that ubiquitous phrase used so often by city planners when they try to sell us on a new idea—*quality of life*. Example: "This latest improvement will (invariably) improve, maintain, or sustain our quality of life." Quality of life? What quality of life? Get real, does anybody really care about that in Los Angeles?

Yes, someone does and he works with us at the RTD. His name is Steven Brye and he is a joint development specialist in the Planning Department.

Recently, Brye became involved with the TreePeople, an organization composed of volunteers in Los Angeles whose purpose it is to encourage Southern Californians to take an

active part in caring for and improving the environment. True to their name, the TreePeople are best known for planting trees that clean the air, conserve energy, prevent erosion, muffle noise, beautify urban centers, and lessen our demand on scarce forest resources. Steve is a volunteer with the TreePeople, working in conjunction with them on a project started on his own initiative.

It all started about 4 months ago. Brye had promised himself that when he had paid off all his college loans and was a little better off, instead of buying a fancy sports car he wanted to plant redwood trees. "I decided that I wasn't going to be mass-marketed to, I

*continued on page 30...*

## ...Trees

...continued from page 29 wanted to do something," says Brye.

Brye had read with dismay about the devastating fire that scorched the Stanislaus Forest in the foothills of the Sierra Nevadas last year. The news didn't enervate him, in fact it galvanized him into action. His vague notion of 'doing something' took form. Why not help reforest the redwood population in the Stanislaus?

Together with his roommate, Robert Schulte, a Caltrans civil engineer at work on the Century Freeway/Light Rail Project, Brye approached the TreePeople with his idea to plant redwood seedlings. Already crowded with their own smog-resistant pine seedlings in a small nursery at their headquarters in Coldwater Canyon Park (located in the Hollywood Hills where Mulholland Drive



**Brye clears away ground cover surrounding an infant redwood so that the growth will not choke the progress of the tree.**



**Brye busily prepares the shelves in the nursery expansion for the seedling racks.**

intersects Coldwater Canyon), Brye suggested they allow him to build an addition to their nursery so that he and Schulte could cultivate the seedlings. The TreePeople liked that idea. Putting up their own money, over \$1500 to date, Brye and Schulte purchased materials and constructed a 20-by-30 foot nursery enclosure. Smiling, Brye noted that Schulte put to good use his engineering knowledge and stress-analyzed the beams used to build the structure. It is covered with aviary mesh to protect the burgeoning plants from birds and rodents. The two have constructed two-tiered shelves to hold the racks which will support the cells containing the seedlings and they have installed a computerized sprinkler to regulate the watering of the plants in their absence.

Rick Ryan, a member of TreePeople and the Coldwater Canyon Park manager, remembers when Brye first approached him and inquired about doing

additional tree planting. "With the space we had available I had to tell Steve it was impossible with the limits of our nursery. Steve agreed to extend the nursery by 25 percent which would increase our yield by 30,000 to 45,000 trees. We liked that idea since it would create more room for our projects," said Ryan.

When Brye shows you his project and explains the implications of his efforts, his gestures are expansive, his energy high, and his excitement infectious. Once on the grounds of Coldwater Canyon Park, Brye takes his visitor and begins with a mini-tour of the park pointing out the varieties of redwoods. "There are really two types of redwoods in California, the Coast Redwood which is the one usually logged in the Pacific Northwest, and the Big Tree or Sequoia Giganteum. The only other type of redwood grows in China and that is the Dawn Redwood." He leads you to the different types in varying

stages of development, gently cradling one plant not over two feet high. As he talks about the characteristics of the Big Tree redwood he notices some weeds surrounding the squat plant and says, "That undergrowth has to be monitored otherwise it just chokes the life out of these fledgling plants." Right then he begins ripping away at the weeds, allowing the young plant some breathing space.

He compares the two-foot high plant to the giants towering over us nearly 30 to 40 feet. "In

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**"I decided that I wasn't going to be mass-marketed to, I wanted to do something."**

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another 50 years this little fellow will look like those." Redwoods are the tallest living trees in the world; they often attain heights over 350 feet and trunk diameters of about 25 feet.

Next on the itinerary is a hands-on experience planting a redwood tree. Sitting at potting tables that once functioned as giant bobbins for steel cables we gather dirt in the seedling cells or germination tubes, gingerly sprinkle in four redwood seeds, and then cover the seeds with approximately an inch of soil. Brye plans to plant

*continued on page 31...*



## ...Trees

...continued from page 30 about 20,000 Sequoia Giganteum seeds this year, enough to fill 5,000 cells. "Redwoods are notorious for their low germination rate. We only expect a 1 to 5 percent growth rate, which is average." Brye won't know for at least one year whether or not he has developed the proper green thumb required to make redwoods grow. "I have no illusions about what we are doing here. If we succeed, this is just a drop in the bucket compared to what is needed to reforest areas like the Stanislaus National Forest. Scientists think that redwoods grow better after fires...but, the scientists are the ones making the serious effort, while this is educational for me, this is no substitute for the work they are doing." Brye will transport his first crop to the Stanislaus National Forest in six months.

Brye contends that his tree planting avocation parallels neatly with his work as a planner in rapid transit. "Rail transit reduces smog and congestion. It creates a pedestrian environment, a more healthful environment." As an aside, Brye mentions that he was born at Good Samaritan Hospital which is within walking distance of the Wilshire/Alvarado Metro Rail Station. "I think my boyhood in the boring suburbs of Los Angeles contributed early to my

interest in mass transit." His sensitivity to environmental issues was sharpened in his undergraduate years at Berkeley and later during graduate school in the heart of timber country at the University of Oregon. It was only a



*Schulte and Brye are at home among the giant redwoods. The tree behind them, approximately 50 years old and upwards of 30 feet high, represents the dream and legacy they hope to leave behind.*

natural progression that one of his original tasks at the District was to help prepare an analysis of the Metro Rail's impacts on the environment.

Reflecting on his path to his current task of waterproofing the wooden shelves in the tree nursery that will support his redwood seedlings, Brye neatly synthesizes with, "My professional interest extends to my hobbies."

TreePeople Park Manager Rick Ryan not only validates Brye's

## RTD GOES TO THE MOVIES

### Our Rating System

- \*\*\*\*\* - A classic
- \*\*\*\* - Excellent; worth standing in line for
- \*\*\* - Average; use bargain tickets
- \*\* - Fair; a good try, but flawed
- \* - Poor; a waste of time
- BOMB - Will become a staple of the Late, Late, Late, Late Show

Last month, I featured bad movies in this column, and granted yet another of our not-so-coveted Rubber Chicken awards for true awfulness in film to a little-known sci-fi adventure flick called *The Eliminators*. Now, like most awards of this kind, the recipient never actually gets the award; I doubt most of them would want it. However, on June 11, at the Los Angeles

*continued on page 32...*

## BIRTHS

Born to Division 7 Operator **Herb Musgrove** and his wife **Muriel**, a daughter; **Javonna Nicole** on

June 6 in Los Angeles at 10:41 a.m. Javonna weighed in at 7 lbs., 11 oz. and was 19-1/2 inches long.

perception but adds much deserved praise, "I think it is great, Steve is doing good work. He is so organized with his work. He checks out everything with the appropriate agency...he is really living up to his commit-

ments." *Editor's note: Any readers interested in becoming a volunteer TreePerson with the TreePeople are encouraged to call 213/273-8733 or 818/769-2663 for more information.*

## ...Movies

...continued from page 31

Airport Hilton and Towers, I had the opportunity to present actress Denise Crosby with her Rubber Chicken for her participation in *The Eliminators*. Ms. Crosby, who was attending a *Star Trek* convention (she played Lt. Tasha Yar), was somewhat surprised, but accepted the award, stating (theatrical sigh), "I'm honored." She has a good sense of humor (lucky for me), and took this in the spirit in which it was intended. All critics should be so lucky.

### *Crocodile Dundee II* — \*\*\*

If you liked *Crocodile Dundee*, you'll like *Crocodile Dundee II*. Actually, this one is somewhat above average for most sequels, mainly due to the talents of Paul Hogan, who co-wrote the script with his son. This is junk-food cinema, but if it entertains, that's ok. Go to it when you feel the need to take your mind off your troubles and you don't really want to think. And don't worry about a *Crocodile Dundee III, IV, V*, etc.; Hogan swears that Mick Dundee has retired, and his next film will have an entirely new set of characters. Smart man; he knows how to quit when he's ahead.

### *Who Framed Roger Rabbit?* - \*\*\*\*\*

I'm marking this one as a classic for various reasons, not all of which you may agree with. Yes,



**RTD film reviewer Carolyn Kinhead displays the Rubber Chicken award she presented to actress Denise Crosby for her role in *The Eliminators*.**

there are a few holes in the plot and denouement. Yes, there are places where the film drags. Yes, the plot's not terribly original. However...

*Who Framed Roger Rabbit?* is the last hurrah of the old style of animation. It took two years for the animated portion of this film to be completed, every cell hand-drawn. Remember the lush beauty of such Disney films as *Dumbo*, *Cinderella*, and *Sleeping Beauty*? That's the kind of animation that we have here. The story takes place in the Hollywood of the '30s. Eddie Valiant, a down-on-his-luck detective, is called in by a major studio head to follow the wife of Roger Rabbit, one of the studio's major 'toon stars. Valiant doesn't like 'toons; a 'toon killed his brother by dropping a piano on his head. Still the money will



**Actress Denise Crosby is just beside herself as she clutches her very first RTD Rubber Chicken award.**

help pay his bar tab, so he takes the job. He heads down to the Ink and Paint Club (a cartoon Cotton Club where 'toons perform for humans, but aren't allowed in the front door) to check out Jessica Rabbit. Valiant expects a female bunny, and he's startled to discover that Jessica is a rather curvaceous redhead. It seems she's playing pattycake with Acme, the owner of 'Toon Town, and when Acme is discovered murdered, Roger Rabbit becomes a prime suspect.

The pace is frenetic, the jokes flying fast and furiously at you, so fast that you won't be able to catch them all in one viewing. *Dumbo* puts in an appearance here, as does Tweety Bird and Yosemite Sam, and various other characters from the archives of Disney and Warner Bros. Bob Hoskins stars as Eddie Valiant, and it is to Hoskins' credit that you believe that he is actually

talking to a cartoon character. He shakes Roger's hand, holds him, does all manner of perfectly-timed comic schtick with this character, and the audience never sees the line between reality and fantasy. The voice of Roger is supplied by comedian Charles Fleischer, who also does several other voices in the film. In an uncredited appearance is Kathleen Turner as the voice of Jessica Rabbit. It's easy to see why she did this part; how can you turn down a role with lines like, "I'm not bad, Mr. Valiant. I'm just drawn this way." Christopher Lloyd is the other human star as the villainous Judge Doom, who hates 'Toon Town, and would love to subject all 'toons to The Dip. Adults are going to love this movie, but you should take your kids along; it'll do them good to see how cartoons should be done.

One note of interest for RTD employees: at one point, early in the film, Eddie Valiant hops

---

***"I'm not bad,  
Mr. Valiant, I'm  
just drawn that way."***

---

a ride on the old Pacific Electric Red Cars. "Ah, yes," he tells the urchins with him, "Los Angeles has the best transportation system in the world." This drew one of the  
*continued on page 33...*



## ...Movies

...continued from page 32

biggest laughs of the evening.

### **Universal Studios Star Trek Screen Test — Tourist Trap**

Unless you have out of town guests who are just dying to see Universal and are willing to pay for your admission, I wouldn't waste my time with this one. This is Universal's latest version of the Screen Test The-

---

*I wouldn't waste time with this one.*

---

atre (replacing the Comedy Screen Test), which opened to much hoopla in the early part of June. I didn't pay; I had a friend who videotaped the opening day proceedings and another friend who was actually in it, so I got to see how it was set up and the final product. It's the same principle as before; selected members of the audience are costumed and made up, then filmed. This video tape is then intercut with pre-existing film (in this case, Captain Kirk and Mr. Spock from *The Wrath of Khan*) and special effects to form the final tape, which is then shown to the audience. The result is...interesting. If you're actually at Universal, then I would check it out, after you've seen the Conan show, which is the

## Restaurant Review

by Susan Harvey, Division 15 Asst. Manager

It's Green Corn Tamale time! What's this you've never had green corn tamales? Then head for El Cholo on Western Avenue. It's an annual ritual beginning the first week in June going through September.

If you are wondering what a green corn tamale is, I'll tell you. It is made with fresh corn and corn meal, not the usual masa harina.

When tamales are made with fresh corn they have a naturally sweet taste. I'm including the recipe in case you would like to try them at home.

### **Green Corn Tamales**

12 ears of corn  
1/4 cup shortening  
1 tablespoon sugar  
2 teaspoons salt  
16 canned mild green chiles  
1 pound cheddar cheese cut into 16 pieces

Save large outer husks of corn for wrapping tamales. Cut kernels from cobs. In a food processor, grind kernels

with corn meal. Mix the shortening, sugar, and salt. Add corn mixture and mix well.

For each tamale, overlap 2 corn husks. Place some of the corn mixture on top of husks. Add 1 chile and 1 piece of cheese. Cover with more corn mixture. Bring edges of corn husks over filling, then place another husk over top to cover completely. Place on square of parchment paper, fold ends of corn husks then fold sides of parchment over tamale and fold ends up as if wrapping a gift. Tie with string. Repeat the process until you have made 16 tamales. Place on a rack in a kettle over boiling water. Cover and steam for 1 hour. Serve plain or with a sauce of your choice.

If this is too much work for you, head for El Cholo's and try theirs. While there also try the shrimp fajitas, they are excellent.

El Cholo, 1156 Western Ave., Los Angeles.

best show they have.

That about wraps it up for this month. By the time you read this in August, we will have passed NASA's projected date for the launch of the Shuttle Discovery, the

first launch since the Challenger disaster two and a half years ago. I hope and pray that all goes well. The dream is alive.

*Be seeing you*  
— Carolyn Kinkead

## The Happy Driver Recipe

- 10 cups of a good night's sleep.
- 4 cups of a good breakfast.
- Sift out the the coffee with caffeine, it makes you nervous.
- 5 tablespoons of careful driving to work.
- Sift out all miss-outs.
- Blend in 3 cups of an "on-time to work" smile to all clerks, managers, dispatchers, and other co-workers.
- Ground out all past anger from yesterday and the past, before boarding the bus.
- Beat in a good-morning to the bus itself.
- Don't forget to saute in your own nice personality.
- Chop all negative comments from the public and discard them.
- Saute all positive comments from the public to a roasting smell.
- Simmer, and garnish with a high calorie pay check.
- Serving: Indefinite amount of drivers who are willing to try this recipe.
- Calories: A longer life span and enjoyable days with RTD. No calories.

—submitted by Jackie Armstrong, wife of Division 10 Operator Tommy Armstrong.

# Bid Whisters Play Their Cards Right



*First-place Bid Whist Tournament winners are Division 18 Operators Joann Webb-Poe (left) and Deborah Turner (right).*



*Second-place Bid Whist Tournament winners are Division 7 Operators Sidney Johnson (left) and Gavin Curry (right).*

After three sets of preliminary rounds, the finals of the 1988 Districtwide Bid Whist tournament were held in

**Bid Whist**  
is a card game  
played by  
four players. The basic  
rules are  
derived from  
the game of  
Bridge

June at the Pacific Hotel. Ten teams advanced to the finals with Operators Deborah Turner and Joann Webb-Poe of Division 18 winning top honors. They were awarded trophies and



*Third-place Bid Whist Tournament winners are Risk Management Staff Aide Holly Giles and Accounting Staff Assistant Monica Ingram.*

trips to Las Vegas. The tournament was sponsored by the Employee Activities Department.

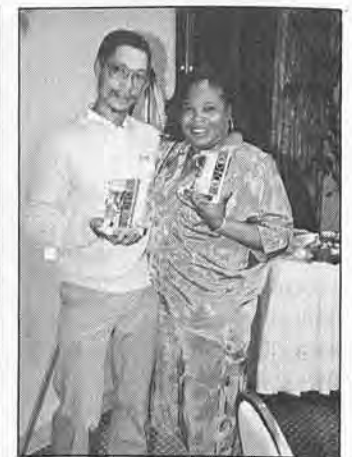
Bid Whist is a card game played by four players. The basic rules are derived from the game of Bridge.

The preliminary rounds were held at

Divisions 5, 7, and 18. A total of 58 teams competed in the tournament over the three nights.

In addition to the Turner/Webb-Poe victory, trophies were awarded to the following teams.

**Second place**—Division 7 Operators Sidney Johnson and



*Honorable mentions for the Bid Whist Tournament are John Hill and Marie Barnum from Division 3305.*

Gavin Curry.

**Third place**—Holly Giles, Risk Management; and Monica Ingram, Accounting.

**Honorable Mention**—Maintenance Division 5 employees Marie Barnum and John Hall.



## CPM Chief Heads For Cleveland

"No more uptight—those days are gone forever," said Director of the Department of Contracts, Procurement, and Materiel Maynard Walters, who left his post at the District on July 13 to assume his role as

and of course, trying times, chalking them up to the pricetag of a rail system. Walters said he was happy to have had the experiences he shared with many at the District, but it was time to move on. "When that



*Director of Contracts, Procurement and Materiel Maynard Walters.*

assistant general manager for materials with the Greater Cleveland Rapid Transit Authority.

Walters headed the purchasing and contracts department of the RTD for nine years in which time he oversaw the department's conversion from an all-manual Kardex system to a completely computerized and automated operation.

"Despite all the criticism, I think we are the best transit property in the nation. I make a point of traveling by transit in other cities and our's is very favorable," he said. During his 9-year tenure, he remembers many good times,

time comes, it is best to go and not stagnate. I wish everyone well and all that life has to offer and an open invitation when in Cleveland to visit."

## Bike Trip from LA to San Diego Planned

RTD cyclists are invited to sign up now for the 120-mile bicycle trip starting from Division 7 in West Hollywood to the University of San Diego campus on September 3.

The cyclists will leave promptly at 6 a.m. Applications and infor-

## Personnel Dept. Employee of the Quarter

Reginnia Kaping was named the Personnel Department's Employee of the Quarter for Spring 1988. Ms. Kaping, a secretary in the Employment Office since May 1983, received this award for her "above and beyond" efforts in recruiting, testing, and placing an unusually large number of as-needed employees within deadlines and at the least possible cost to the District. For part of this quarter, Ms. Kaping was also covering the work of



*Reginnia Kaping*

both secretarial desks in the Employment Office.

## Employee Activities Specials

**Special Purchase—**Stroh's Boxing Events at the Forum—\$20 tickets for half price—\$10. Also available, tickets for all events at the Forum.

**Just Purchased—**Official NBA T-Shirts—Lakers with stars: \$11; Tanks: \$12; With double crowns: \$11; Magic: \$10.50. Going Fast! **Join the Clean Team** with the Anti-Graffiti T's—\$7.

We still have plenty of both Seiko and Bulova RR silver and gold watches at Wholesale prices!!!! These may be purchased with vouchers to drivers only!

**Stay fit with Vitamins—**Bronson and Fresh Start daily packets at wholesale prices!!!!

**Magic Mountain** undated tickets at \$5 discount—\$13.95 adult and \$9 child (3 years and up to 4 feet in height).

# RECREATION NEWS



## August

- 12 Miami Sound Machine—Greek Theatre—\$19.50
- 13 Dodgers vs. San Francisco—Reserved—\$6
- 14 Four Tops—Universal Amphitheatre—\$20 tickets for \$18
- 17 Dodgers vs. Phillies—Reserved—\$6
- 18 Spyro Gyra—Universal Amphitheatre—\$20 tickets for \$19
- 19 Billy Ocean—Universal Amphitheatre—\$21.50
- 20 Dodgers vs. Montreal—Reserved—\$6
- 21 Dodgers vs. Montreal—Reserved—\$6
- 24 Dodgers vs. New York—Reserved—\$6
- 26 Temptations & O'Jays—Universal Amphitheatre—\$21.50 tickets for \$19.50  
Latin Jazz Spectacular with Tania Maria, Dave Valentin, Mongo Santa Maria, Poncho Sanchez—Greek Theatre—\$19.50
- 28 Angels vs. New York—\$6  
David Sanborn—Pacific Amphitheatre—\$20.35

## September

- 2 Dionne Warwick—Greek Theatre—\$23.50
- 3 UCLA/San Diego State—\$9
- 4 Angels vs. Boston—\$6
- 7 Dodgers vs. Houston—Reserved—\$6
- 9 Dodgers vs. Cincinnati—Reserved—\$6
- 10 UCLA vs. Nebraska—\$9
- 11 Dodgers vs. Cincinnati—Reserved—\$6
- 14 Dodgers vs. Atlanta—Reserved—\$6
- 15 Angels vs. Kansas City—\$6
- 17 UCLA vs. Long Beach State—\$9
- 18 Angels vs. Texas—\$6  
Peter, Paul, and Mary—Universal Amphitheatre—\$20 tickets for \$19
- 20 Barry Manilow—Greek Theatre—\$31
- 21 Dodgers vs. San Diego—Reserved—\$6
- 22 Randy Travis/ The Judds—Universal Amphitheatre—\$21.50  
Wynton Marsalis/ Nancy Wilson—Greek Theatre—\$20.50
- 23 Tom Jones—Greek Theatre—\$19.50
- 24 USC vs. Oklahoma—\$22  
25 Angels vs. Minnesota—\$6  
George Benson—Universal Amphitheatre—\$21.50 tickets for \$19.50
- 30 Dodgers vs. San Francisco—Reserved—\$6  
Kenny Loggins—Greek Theatre—\$20.50

## HEADWAY

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

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