

HEADWAY

In This Issue

General Manager Pegg

Budget Part I

RTD and Raiders

TMCs

MOS-2



1988 Rodeo Champ



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Donation Sent to Downed Driver's Family

Editor's Note: The following letters were sent to the Headway by RTD Supervisor Donald R. Leaver regarding the shooting death of AC Transit bus operator Billy (B.J.) Givens on July 29 in Oakland. Givens, 43, a 20-year veteran, was the third AC driver killed on duty and first since 1981. He leaves a wife and two daughters.

I would like to thank all the employees that donated to the family of bus operator Billy (B.J.) Givens who was killed on his bus recently in Oakland.

I would also like to take this opportunity to give my special thanks to Division 15 TOS Ralph Riley for his help in this matter, without it I could have never done it.

I am pleased to announce that we sent \$700 and this letter to his family from our family at the RTD.

Dear Mrs. Givens,

The employees and their families from Southern California Rapid Transit District donated this money because we felt that one of our brothers died needlessly at the wheel of his bus.

We RTD employees pray for your husband and his family and will always remember him.

We hope that this donation from our family to your family will help soften the loss of him.

All the employees at the RTD are greatly appalled by this senseless loss of life and pray that swift justice is done to the people who did this to one of our brothers.

We salute your husband for a job well done. May God be with you and your family all the rest of your lives.

Sincerely, Donald R. Leaver

Pegg Named General Manager



General Manager Alan F. Pegg.

Alan Pegg, 43, was selected unanimously for the general manager position by the RTD Board of Directors at their regular meeting held July 28.

"The Board believes Alan Pegg has done an excellent job restoring public confidence and putting into place a number of management changes that have improved service efficiency, and management of the District," said RTD Board President Gordana Swanson.

In an interview, Pegg admitted that when he came to the District in July 1987 as the RTD controller/treasurer he never had this promotion in mind. "I'm thrilled," he said. "I was glad to have the interim job and I am happy to have it on a permanent basis."

Pegg sees as his foremost task "working to make bus service better...improving it where

it can be improved, and getting the rail projects completed."

Pegg served for four and one-half years as the finance manager of Metra, a commuter rail system serving the greater Chicago area. He also worked six years for the Regional Transportation Authority in Chicago, investing cash balances and performing special projects before being promoted to accounting manager. Before entering the world of transit, Pegg served as a staff member and senior tax specialist for the accounting firm of Peat, Marwick, Mitchell in Rock

***Pegg sees as his
foremost task
"working to make
bus service
better..."***

Island, Illinois and Davenport, Iowa.

Pegg graduated from the University of Illinois at Chicago with a B.S. degree in accounting. He is a member of the American Institute of Certified Public Accountants (AICPA) and the Illinois Society of CPAs.

He and his wife, Elizabeth, live in Diamond Bar with their two children Alexander, 4, and Christopher, 2.

TMCs Come to the Streets of LA

The first of a shipment of 297 new inner-city buses were placed in service the latter part of August. The TMCs, from the Transportation Manufacturing Corporation of Roswell, New Mexico, will replace aging equipment and help improve service levels for the District's 1.4 million daily passengers.

The first 267 of the new buses are equipped with diesel engines, with all diesel buses scheduled for delivery by late October. An additional 30 methanol-powered buses are scheduled for arrival by the end of the year.

Each bus costs \$164,000. The price of the 297 buses is \$49.2 million, including the cost of spare parts and sales tax. The new buses will be financed by 80

percent federal funds and 20 percent local moneys.

Designed for busy street traffic, the buses were deployed in areas such as Pico-East First Street, West Sixth Street-Whittier Boulevard, and Wilshire, Santa Monica, and Venice Boulevards.

Each of the new buses is equipped with a wheelchair lift and seats 43 passengers. Other features include stainless steel construction, air conditioning, tinted windows, and new, large, easy to read electronic headsigns.

In addition, the new buses are equipped with plastic-fabric, vandalism-resistant seating, and anti-graffiti exterior paint.

"We're pleased, not only

continued on page 7...



The TMC, a transit style bus designed for inner city/heavy local service.

BUDGET TALK FOR FISCAL YEAR 1988-89

Part I

The District Board of Directors at its June 23, 1988 meeting, approved an operating and capital budget of 942 million dollars for the fiscal year from July 1, 1988 through June 30, 1989. General Manager Alan Pegg, states that, "For the benefit of all *Headway* readers it is helpful to point

out several basic components of the budget." The budget is broken down into a capital and an operating budget. Capital costs consist of improvements and expansions to facilities, as well as major equipment and bus purchases. All of the costs associated with operating the District's

services and facilities are classified as operating costs. Since the federal government approved the Full Funding Contract in August 1986, money for Metro Rail construction has become a major part of the District's capital budget as shown in Table 1 below.

While the focus of this article is on District costs, a breakdown of the District revenues is also shown. For the operating budget, approximately 40 percent of the revenue comes from passenger fares. With the exception of a small percentage of income from other revenue sources, such as interest and advertising income, the remaining approximately 60 percent of the revenue comes from state, local, and federal taxes. For the capital budget, most of the funds come from federal tax dollars matched by local and state tax dollars.

Table 1

RTD BUDGET BREAKDOWN COSTS		In thousands of dollars
OPERATING COSTS		503,350
CAPITAL IMPROVEMENT COSTS		
Buses and Bus Facilities		132,556
Metro Rail		305,606
Subtotal		438,162
GRAND TOTAL		941,512
REVENUES		
OPERATING BUDGET		
Passenger Revenue		206,408
Transportation Development Act (TDA) (State sales tax)		126,614
Prop A (Los Angeles County Sales Tax for Transit)		107,833
Federal Grants		49,446
State and Other		13,049
Subtotal		503,350
CAPITAL BUDGET		
Metro Rail		305,606
Other Projects		132,556
Subtotal		438,162
GRAND TOTAL		941,512

Budget Provides For Service Reductions

The budget adopted by the Board contained some modifications to the budget proposed by District staff, including modifications to the staff recommended fare structure. Although the funds are not included in the budget, the District will also continue to operate lines in the San Gabriel Valley—previously planned for cancellation—until such time as there is a determination on the legal issues in regard to the San Gabriel Valley Transit Zone.

The Board of Directors adopted a service level of 6,871,000 annual revenue

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miles, a two percent reduction from service levels operated this spring. Most of this reduction is predicated on the expected ridership loss due to the fare increase. In the coming months, the District will be closely monitoring ridership and farebox revenue so that our service level can be adjusted as required.

The fare increase which took place on July 1, 1988 is projected to increase

“...the biggest single factors affecting the willingness of people to use transit are operator courtesy and safety, the cleanliness of the coach, and reliable service.”

passenger revenues by \$28.2 million for the year, including a ridership loss projected due to higher fares. If the District carries more riders than projected, passenger revenues could be higher than projected. This higher passenger revenue, if it occurs, will lessen the need for major service reductions in the second half of the year. The District's Acting Assistant General Manager for Operations Art Leahy states, “Obviously, our passengers are important to us because they pay our bills. We need more passengers and more passenger fares to maintain our own financial health

and, equally as obvious, the biggest single factors affecting the willingness of people to use transit are operator courtesy and safety, the cleanliness of the coach, and reliable service.”

Among the capital improvements funded in the budget are 447 new buses and continuation of the Metro Rail project to include tunneling, demolition, and station construction. Capital funds are also budgeted for the Transit Radio System, El Monte Station parking, refurbishing various facilities, improvements at Divisions 2 and 12, CMF unit shops, and terminal renovations.

RTD Operating Costs and the Future of RTD

Regarding RTD's outlook, Art Leahy said, “RTD employees are becoming increasingly aware that the cost of operating the RTD and the quality of service being provided affects the number of RTD jobs there will be in the future. It is important that the District maximize its revenue by encouraging more people to use our services and by providing them with safe, courteous service, and to control its operating costs by holding cost increases to a rate not more than the rate of inflation.” Assuming this is accomplished, the existing integrated regional network of local and express bus lines will continue to be directly operated by RTD employees. If this is not accomplished, District employees can expect to see more service formerly operated by RTD operated by private bus companies. This possibility creates more of a

competitive environment for the District. Leahy commented further, “RTD employees now have more self interest in the components of the District's operating revenues and costs and how these costs can be controlled to preserve future jobs.”

Budget Components

There are many ways to break down operating costs. The two tables show the District's budget by type of expenditure and by organization units. In Table 2 below, it can be seen that labor and fringe benefit costs amount to 73.5 percent of all costs when the operating labor costs of 53.5 percent and the fringe benefits costs of 20.0 percent are added together. The Director of the Office of Management and Budget

(OMB) Larry Schlegel states, “Employees should realize the enormous costs of such items as casualty liability, claims, and insurance.” The budgeted cost for this expense of \$25,515,000 represents a total of 5 percent of the budget. Another significant expense is the \$100,902,000 cost of fringe benefits for District employees. Thirty million dollars goes to pay for workers' compensation claims. Besides workers' compensation, other fringe benefits include \$22 million for FICA (social security), \$11 million for pension, \$33 million for medical, and \$4 million for training and uniforms. For every salary dollar expended, fringe benefits, including workers' compensation claims, represent an additional 35 cents outlay for the District.

Part 2 will continue in the October issue

Table 2

OPERATING BUDGET BY TYPE OF EXPENDITURE		
	\$ OPERATING	% BUDGET
Labor (excluding labor for capital projects)	\$269,159,000	53.5%
Fringe benefits (includes worker compensation)	100,902,000	20.0%
Materials & Supplies	61,789,000	12.3%
Casualty & Liability	25,515,000	5.1%
Services	21,070,000	4.2%
Other (taxes, utilities, miscellaneous expenses, interest, lease and rentals)	24,915,000	4.9%
	=====	=====
	\$503,350,000	100%

ALL-SUBWAY ROUTE FOR MOS-2

The second phase of the Metro Rail project will be all-subway, the RTD Board of Directors decided at their regular meeting on July 14.

The MOS-2 (minimal operating segment-2) would extend the rail line farther west on Wilshire Boulevard, through Hollywood and into the San Fernando Valley.

The estimated cost to build the entire alignment is \$2.129 billion. The route extends west under Wilshire Boulevard to a Wilshire and Western Avenue station, and north from a Wilshire-Vermont station beneath Vermont Avenue, then west beneath Hollywood Boulevard before turning north through the Hollywood Hills to a terminus at North Hollywood.

In a separate action, the Board voted to request the Los Angeles City Council to identify a plan for providing an as-yet undetermined direct guideway between the Hollywood Boulevard-Highland Avenue station and the Hollywood Bowl for passengers attending events there. The Board also requested the City Council to commit up to \$200,000 to

pay for environmental studies that would be required for the link.

"The Board's acceptance of this all-subway route culminates many months of hard work by the RTD staff to respond to public concerns," said RTD Board President Gordana Swanson. "The plan we now have

"...it will benefit

many people in Los

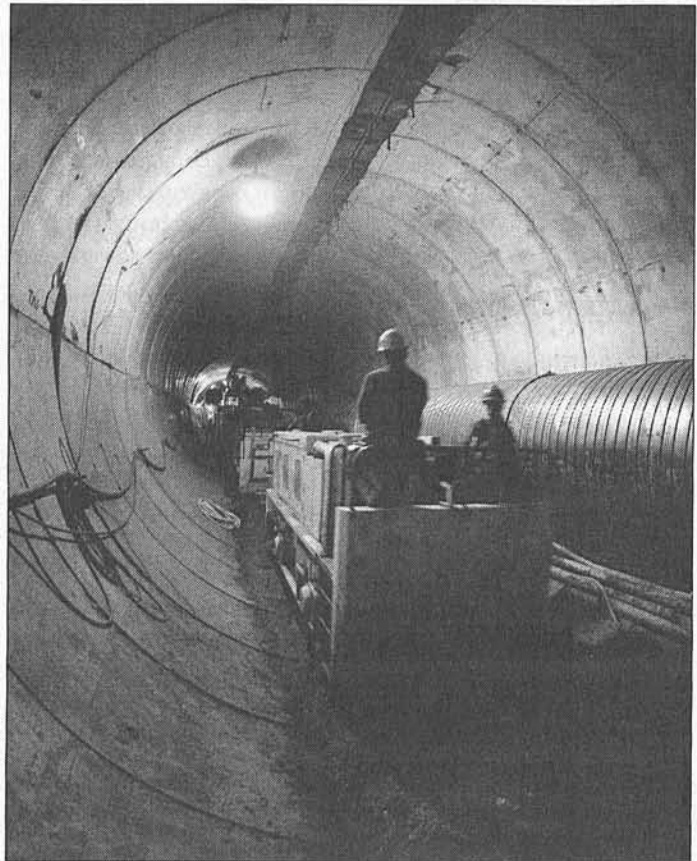
Angeles when it's

completed."

shows that we listened and responded to those concerns. We believe it will benefit many people in Los Angeles when it's completed."

The alignment proposal would lengthen the Metro Rail system to 17.7 miles serving 16 stations. The first segment (MOS-1), 4.4 miles long with five stations, is under construction in downtown Los Angeles.

The route includes stations at Wilshire and Vermont, Wilshire and Normandie, Wishire and



(photo by Jost-Alfvén)

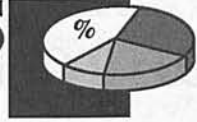
Western, Vermont and Beverly, Vermont and Santa Monica, Vermont and Sunset, Hollywood and Western, Hollywood and Vine, Hollywood and Highland, Lankershim Boulevard in Universal City, and Lankershim and Chandler in North Hollywood.

More requirements must be met before the next construction segment can begin. Following Board approval of the route configuration, the Supplemental Environmental Impact Statement/Subsequent Environmental

Impact Report (SEIS/SEIR) will be finalized and submitted to the Urban Mass Transportation Administration (UMTA) for approval. This document was scheduled for completion in August.

A full-funding contract with the RTD, the federal government, and the Los Angeles County Transportation Commission (LACTC), is due at the end of this month. The contract will specify the amount of funding available and will define what part of the alignment will be constructed.

MARKETING NEWS



Ed Langer (left) and David Wilson (center) provide an employee of Mitsubishi Bank with information on RTD services. Mitsubishi is one of the employer members of the Marketing Department's Corporate Pass Program.

The South Coast Air Quality Management District's (AQMD) recently entered the first phase of a broad new plan to reduce Los Angeles air pollution levels to meet Environmental Protection Agency standards and the RTD has joined them in this ambitious task.

The AQMD's Regulation XV mandates that firms with 500 or more workers at a location submit employee trip reduction plans to increase average vehicle ridership for employee vehicles. On January 1, 1989, the regulation will extend to employers with 200 or more employees. Companies with 100 or more employees come under the regulation on January 1, 1990.

The RTD has a major role to play in the implementation of Regulation XV, as well as a Los Angeles city ordinance scheduled to go into effect this fall. Marketing and Communications Representative Ed Langer has been soliciting southern California employers to join the District's Corporate Pass Program since February to prepare them to comply with the AQMD and city rulings. "Employers covered by the AQMD regulation must achieve an average vehicle ridership of 1.7 persons in the Central City area. Under the proposed city ordinance, covered employers who provide subsidized parking must also offer a \$15 transit subsidy for RTD passes or

RTD tickets," Langer said. "These employers need assistance in interpreting the regulation and need information on what services RTD offers their employees in various locations," he said, "and the requests for help have accelerated since July 1."

The Corporate Pass Program, initiated in 1986, is designed to encourage employer participants to subsidize all or part of their employees' bus transportation.

"We can offer employers the opportunity to provide their workers with a real incentive to leave their cars at home," said Langer. "With the requirement to come up with a workable plan to achieve the 1.7-person vehicle ridership average, companies can more easily reach their goals by giving their employees a tangible incentive such as bus fare subsidy."

The Corporate Pass Program, initiated in 1986, is designed to encourage employer participants to subsidize all or part of their employees' bus transportation.

With Marketing and Communications Representative David Wilson, Langer participates in information

days at Corporate Pass member worksites. "We're able to provide employees with specific information about the services and lines convenient to their homes and workplaces," Langer said. "Employers often invite us to employee benefits days because we have a real service to offer their workers."

Langer and Wilson have attended eleven information days since February. The Marketing Department has signed up 32 employer members in the Corporate Pass Program. The member firms have a total of 37,781 employees with 12.56 percent of those employees already riding the bus.

...TMCs

...continued from page 3

about the prospects of improving service levels, but about RTD's leadership with methanol-powered buses. Fewer than a dozen transit properties in the world have experimented with methanol as a clean-burning alternative to diesel fuel," said General Manager Alan Pegg.

"With our forthcoming two-year test, RTD will remain in the vanguard of researching ways to reduce diesel engine emissions," he added.

Once the 30 methanol-powered buses arrive later this year, RTD will begin the largest testing ever of such buses as part of a \$1.87 million federally funded demonstration project.

Emission Device Being Tested for Use at District

A diesel exhaust emission reducer known as a platinum vapor injector is now undergoing testing for possible use at the District as soon as September.

Developed by Technologies Limited of Albuquerque, New Mexico, the mechanism has cut exhaust emissions by as much as 25 percent through more efficient fuel-burning.

The device works by injecting trace particles of platinum, approximately 70 parts of platinum per 1 billion parts of air, into the engine. Platinum, a precious metal also used in catalytic

...the mechanism has cut exhaust emissions by as much as 25 percent...

converters on cars, makes the diesel fuel burn at a substantially lower temperature, thus more completely.

If the test proves positive, the devices will be installed on the District's fleet at a cost of about \$3 million. The apparatus was brought to Los Angeles for a demonstration at Division 3303 on August 4 before the RTD Board of Directors.

RTD AND RAIDERS TEAM UP TO FIGHT

Vandalism

by John Hyde, News Bureau Representative

RTD and the Los Angeles Raiders joined Mayor Tom Bradley July 13 to kickoff 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.

"RTD alone spends more than \$5 million a year on cleaning and repairing vandalized buses, public money that could be used to improve local bus service,"

said Board President Gordana Swanson. "By joining us in this program, the Raiders are telling teenagers to leave your mark on the world, not on an RTD bus."

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RTD Board President Gordana Swanson joins up with Mayor Tom Bradley and Los Angeles Raiders (left to right) Steve Smith, Don Mosebar, and James Lofton in launching the RTD's third annual Anti-Vandalism Outdoor Ad Campaign.

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At the event, held at Virgil Junior High School, the new ad was unveiled for the year's anti-vandalism campaign, in which eight top Raiders participated. Some 1,400 outdoor ads featuring the Raiders will be displayed throughout greater Los Angeles with the caption: "Team Up...Stop Vandals Cold."



Raiders Running Back Steve Smith signs autographs for the students at Virgil Junior High School site of the RTD's Anti-Vandalism Campaign kickoff.

The space value of the ads, which will appear through January, is more than \$500,000.

"By enlisting the help of

the Los Angeles Raiders, the RTD seeks to reduce the problem of graffiti and vandalism on buses, schools, and buildings in the area. To reinforce the program, a major community effort to reach students will be undertaken as well," said Swanson.

Mike Ornstein, the Raiders' director of marketing and promotions, said, "The Los Angeles Raiders are eager to join the RTD in

fighting the vandals who destroy property and demean our buses, homes, streets, and schools."

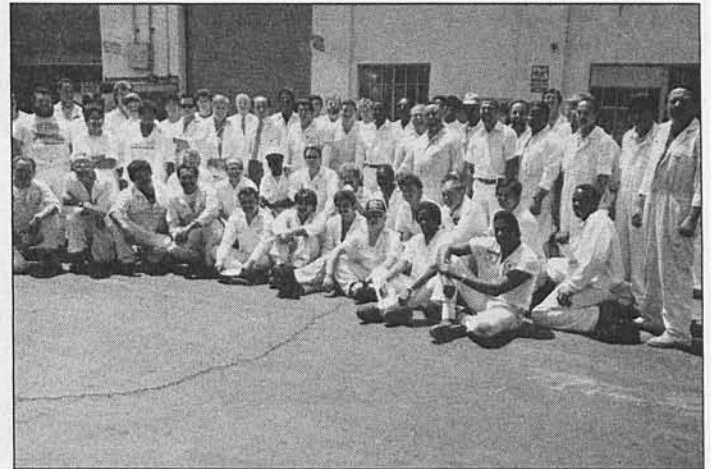
Raider teammates

South Parkers Finish Refurbish Project

South Park mechanics recently completed a 4-year refurbish program that sent 85 good-as-new buses back on the streets into service.

The 56 mechanics at the Park Refurbish Department worked on the 1031, 3000, 3200, and 4300 series buses over the period and cele-

brated the end of the job with a pot-luck luncheon on July 8. "I feel our work was outstanding," said Manager of the Refurbish Department Ted Desy. "We have gotten nothing but praises from people who drive them, the operators fight over who gets to drive our buses."



The Refurbish Department takes a well-deserved break after a 4-year stint.

participating in the event were James Lofton, wide receiver; Don Mosebar, center; Linden King, linebacker; and Steve Smith, running back.

About 5,000 anti-vandalism posters will be distributed to local schools and merchants throughout Los Angeles, targeted primarily at youths between the ages of 12 and 16.

The RTD Local Government and Community Affairs staff also will visit major schools where graffiti and vandalism have been a problem to encourage students to join the campaign.

The outdoor media companies that are providing space to help fight graffiti include Gannett Outdoor, Patrick Media Group, Winston Network, Gateway Outdoor, and Coast United.



C PUBLIC COMMENDATIONS

Thanks For A Job Well Done!

Division 3201

Andrews, Derald L.
Kirkwood, Earnest
Varela, Alice
Zavala, Jose

Division 3203

Blocker, R. F.
Robertson, M.
Sifuentes, Nick

Division 3205

Judson, Albert
Luke, Gerald
Moss, Louis M.
Samuel, Xavier P.

Division 3207

Brown, Delbert L.
Norwood, Carter
Parker, Christopher D.
Reguero, Jose
Schneider, Thomas M.

Division 3208

Dellinger, Michael S.
Hernandez, Ruben
McKenna, Joe
McKenzie, George
Meadows, Jimmy A.
Smith, Paul

Vivian, Darrell D.

Division 3209

Diehl, Paul
Gould, Samuel
Harvey, James
Hunt, Marvin
Hurly, Joe
Jackson, Franklin
Kosky, Michael L.
Lehmkuhl, Sally J.

Division 3210

Baluyot, Ramon
Chavez, Manuel O.
Duke, Gloria J.
Shorters, Jimmie

Division 3212

Gabriel, Sharon B.
Veloz, Ray

Division 3215

Alarcon, Ramon
Chriss, Marie A.
Cooney, Edward T.
Flores, Lucy
Henderson, Leonard
Medina, Chris
Sheldon, Arthur A.
Turner, Micheal D.

Division 3216

Aleshire, Dale
Loper, Thomas E.
Farmer, J.

Division 3218

Bragg, Ethel M.
Caldwell, Aundre L.
Gregory, Houston
Nguyen, Dinh V.
Sanders, J. W.
Spears, Joseph C.

Department 4800

Burns, Louis
Pudi, Jean C.

Dear Ladies/Gentlemen:

I understand George McKenzie will be retiring soon. I wanted to express my appreciation for his dedication and fine service on Route 427. I have appreciated Mr. McKenzie's careful driving and expertise in the months I have ridden this line, most especially when I returned to work (and to riding the bus) after a very bad accident. Mr. McKenzie's care and consideration

towards me while I was a bit awkward and slow on my cane was most appreciated. His waiting until I got seated before accelerating was most appreciated.

Over the months, as I became more acquainted with Mr. McKenzie, I was amazed at the wealth of information and expertise (especially in the mechanics of automobiles and buses) that he had. I'm sure you appreciated this resource as well over the past 30 some years of his service with RTD.

In these days of everyone targeting RTD for criticism, it is the unsung reliable, safe drivers who, unfortunately, get ignored, thus my letter.

Driver George McKenzie was a welcome face at the end of a hard day downtown and I will miss him.

Sincerely, Carol Price

RTD Supvr, Mgmt.

Please accept and relay to all your people, a personal, sincere thank you.

Personal business required my going from downtown Long Beach to a UPS customer center.

Knowing little about the area (Moore Street in Cerritos) and having no transportation, I called RTD.

Everyone, the information clerk, the drivers, the people, made this journey most enjoyable.

I got on #260 at approximately 9 a.m. straight to Alondra, onto #128 and dropped off a short walk to my destination.

I observed clean

coaches, courteous

drivers, compassionate,

considerate,

cooperative, communicative personnel.

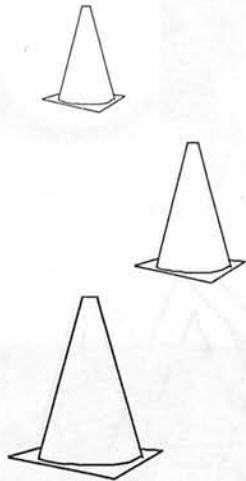
My business completed, I reversed and throughout I observed clean coaches, courteous drivers, compassionate, considerate, cooperative, communicative personnel.

What can I say, except a heartfelt thank you.

God bless, God speed, fair wind, following sea. Well done.

Respectfully,
Jerry R. Slaten,
USN/RET.

P.S. If available, please send me a map of your service area. You have gained a customer. Thank you.



ARIZMENDI WINS 13TH ANNUAL BUS ROADEO

Division 9 Operator Jose Arizmendi, with the District 15 years next month, won the title as RTD's most skillful operator for 1988, beating out 33 finalists on a demanding obstacle course on the parking lot of the Santa Anita Race Track on July 16 in the 13th Annual Bus Roadeo.

Arizmendi won \$1,000 and the opportunity to compete at the International Bus Roadeo in Montreal this



Jose Arizmendi takes the Roadeo champ title at the 13th Annual Roadeo competition held July 16 at the Santa Anita Race Track parking lot. Leilia Bailey holds the victor's hand aloft. Arizmendi is flanked by runners-up Robert Jackson, Howard Brenchley, and Rogelio Chacon. Behind Arizmendi stand Ralph Wilson, Leo Bevon, and Art Leahy.

"The average auto owner has no conception of how difficult it is to negotiate the turns and obstacles in the competition."

month. He also won an all-expenses paid trip for two to the world championship competition.

Born in Cuernavaca,

Mexico, the RTD veteran had doggedly competed for 10 years before capturing the title. In years past he has often been in the top ten and this year he, understandably tried to keep his expectations in check. "I didn't know I would win," he said. "I think what made the difference this year was my ability to stay cool and concentrate. I was relaxed when I went through the course. Before I used to put

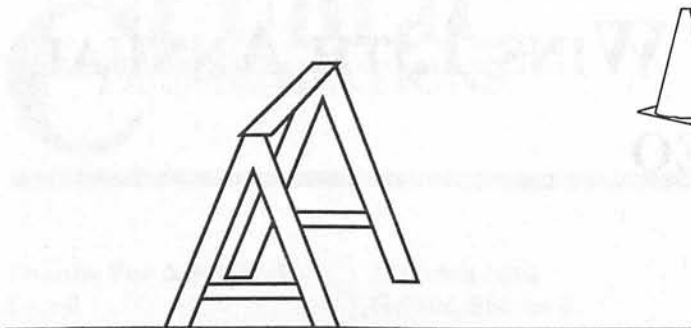
so much pressure on myself. This year I just told myself 'do your best' and it worked." Even more surprising than winning to Arizmendi was the fact he won by a score that was 58 points higher than that achieved by the second place holder.

Robert Jackson placed second and won \$750. Howard Brenchley placed third and won \$500. Brenchley is a 17-year RTD veteran

and has won the competition four times. Rogelio Chacon placed fourth and won \$250.

"This year we again saw a number of RTD's finest demonstrate their driving skills with near impeccable performances," said Director of Transportation Leilia Bailey. "The average auto owner has no conception of how difficult it is to negotiate the turns and obstacles

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The champ, Jose Arizmendi, poses with his wife, Raquel, son, Marcos, and her parents.

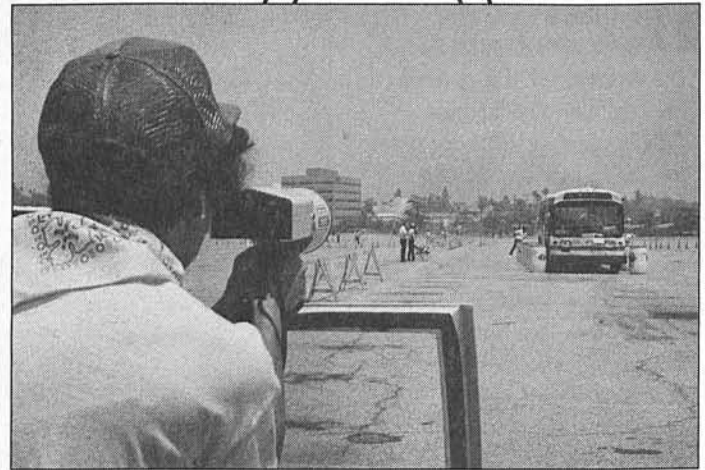
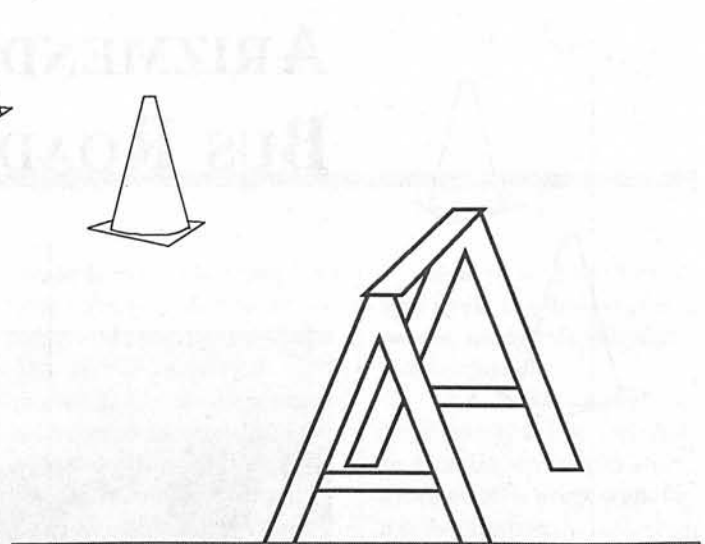
in the competition." The course featured maze-like maneuvers through traffic cones, diminishing clearances between large barrels, and a series of reverses and right and left turns.

"It's a treat to see people do what they love and enjoy with such skill and ease," she added.

In order to compete, operators must have worked for the District for at least one year and, during the past 12 months, have had no avoidable accidents, no suspensions, and fewer than three missouts, or tardies. Arizmendi, 44, an extra board operator, lives with his wife Raquel and their three children in Alhambra.

The 34 finalists competing in the Rodeo were

honored at a banquet held at the Almansor Court in Alhambra on August 19. These finalists included Thomas Cowan, Candelario Gomez, Joe Swift, Leonico Sia, Jr., Duane Martin, Walter Tice II, Alberto Rivadeneyra, Hector Gutierrez, Daniel Elzey, Thomas Weihert, John Downes, Robert Higbee, Cresencio Rodriguez, William Garey, Jorge Galvan, Francisco Escobedo, Charles Poke, Robert Chasco, Richard Viramontes, Luduvico Castro, Patrick Lewis, Leslie Vance, Poncho Gonzalez, Jesus Diaz, John Peterson, Alfonso Garcia, Berkeley Fielding, Richard Jackson, Homer Rogers, Jr., and Eddie Cooper.



Ceci Melanson clocks the speed of a contestant as he maneuvers through the double row of barrels, the final obstacle in the course.



Family members and friends root for their favorite drivers in the competition.

COMMENDATIONS



RTD Retirees were recognized at the July 14 Board of Directors' Meeting and were presented with plaques by RTD Board Director Charles Storing. Front row, from left to right: TOS Isidore R. Legras, Division 5 Operator Harold W. Miller, TOS Irving Modell, Division 16 Operator Charley D. Williams, and Division 3 Operator Joseph E. Wise. Back row, from left to right: Acting AGM for Operations Arthur Leahy, Director Storing, and General Manager Alan Pegg.



RTD Retirees were recognized at the July 14 Board of Directors' Meeting and were presented with plaques by RTD Board Director Charles Storing. Front row, from left to right: Division 15 Operator Alfred Celentano, Division 8 Operator Armando Dodaro, Division 9 Operator Frank El Fattal, Division 9 Operator Harry M. Jefferies, and Division 9 Operator Condred Kerslake. Back row, from left to right: Acting AGM for Operations Arthur Leahy, Director Storing, and General Manager Alan Pegg.



RTD Retirees were recognized at the July 14 RTD Board of Directors' Meeting and were presented with plaques by RTD Board Director Charles Storing. Front row, from left to right: Division 16 Operator George Zumkley, Transportation Superintendent Wesley D. McCarns, Equipment Maintenance Superintendent Samuel J. Singer, Jr., and Director of Equipment Maintenance Rich Davis. Back row, from left to right: Acting AGM for Operations Arthur Leahy, Director Storing, and General Manager Alan Pegg.



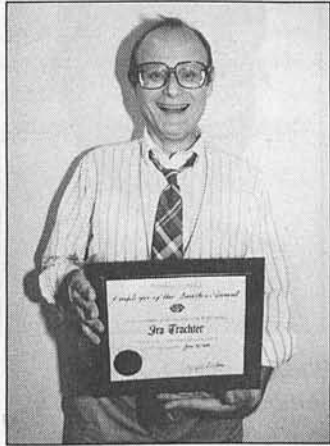
Certifications of Appreciation were presented at the July 28 Board of Directors' Meeting to the District's Labor Negotiations Teams for their successful bargaining efforts with the RTD labor unions that culminated in ratified contracts before expiration and without a work stoppage. The team members included, front row, from left to right: William Kovach, Stephanie Keyes, Patricia McCauley, Kim Turner, Leo Bevon, Michael Leahy, Thomas W. McCarthy, and Richard Hunt. Back row, from left to right: Brenda Diederichs, Roger Kundert, Jane Bouffard, RTD Board President Gordana Swanson, Arnauld Friedlander, General Manager Alan Pegg, Anthony Chavira, and Ralph Cady.

Certificates of Merit were presented to the June Employees of the Month at the July 28 Board of Directors' Meeting by RTD Board Director Kenneth Thomas. Those employees included: Telephone Information Operator Ramona Escarena and Property Maintainer A Leader Agapito Alvarez. Back row, from left to right: General Manager Alan Pegg, Building and Grounds Maintenance Supervisor I Richard Kovach, and Director of Customer Relations Robert Williams.

Division 3216 Manager Harold Hollis was presented the fourth quarter Target Line award on behalf of his transportation division at the July 28 Board of Directors' Meeting. The District sponsors the program to reduce accidents. Each division identifies a line that has a high accident rate. Focusing attention in the form of added instructions and reminders to operators working these lines helps achieve an overall reduction in accidents. For the the fourth consecutive quarter, Division 16 had produced the best results in the program. The outstanding results occurred on Target Line 497. Front row, from left to right: Director of Transportation Leilia Bailey presents the award to Harold Hollis. Back row, from left to right: RTD Board President Gordana Swanson and General Manager Alan Pegg.



COMMENDATIONS



Program Control Analyst Ira Trachter was selected Metro Rail's Program Control Department Employee of the Quarter for the fourth quarter. Trachter was recognized for his consistent production above and beyond the call of the job description. His supervisors say he is an employee that displays initiative, is always reliable, responsible, and responsive. Director of Program Control Jeff Christiansen said, "Ira is one person in Program Control who has never missed a deadline." His supervisors as well as his peers value the positive, cheerful attitude that he brings to his job. Trachter has worked with the District for eight years.



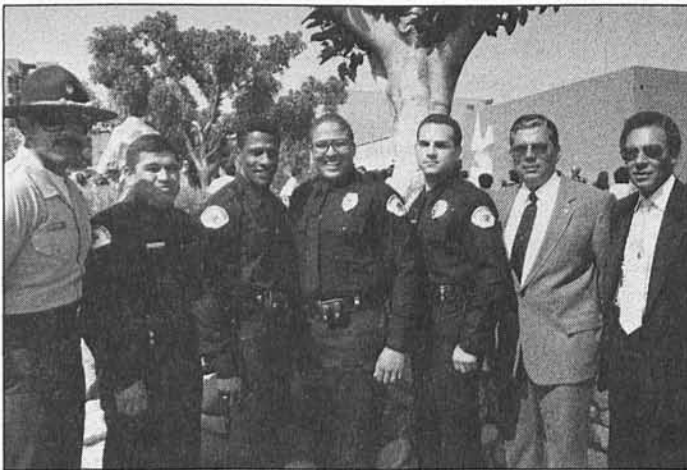
Data Technician Phillip Thomas was selected the Department of Risk Management's Employee of the Quarter for the fourth quarter. Thomas was presented his award by Director of Risk Management Barbara Akk and MIS Coordinator Wes Tremor. Thomas works in the RMIS Section of the department. He was recognized for the voluminous projects he had completed in the last quarter which included: developing the safety/management statistical pc program, producing allocated expense triangles on Lotus 1-2-3 for use in marketing the RTD's liability program, developing menus on all pcs to assist staff, and coordination of terminal installation for staff members. "Thomas' enthusiasm and his positive attitude is infectious. He promotes productivity," said Tremor. Thomas has been with the District for 12 years. He served 11 of those years as a bus operator. Two years ago he suffered an accident which resulted in the loss of one of his eyes and left him unable to drive. Undaunted, Thomas returned to school and received training in computer science and returned to work for the District.



The Claims Management Section was chosen as the Department of Risk Management's Section of the Quarter for the fourth quarter. Those members of the award-winning section included, front row, from left to right: Barbara Akk, Nita Welch, Nancy Eksterowicz, Jacqueline Hill, Esther Cabison, and Mike Safran. Back row, from left to right: Dolores Dass, Marlene Allen, and Louis Maspero.



Several employees from the Department of Risk Management were honored for special occupational traits they bring to their work, such as high productivity, versatility, and team work. These key players included, front row, left to right: Barbara Akk, Esther Cabison, Ofelia Huerta, Lydia Garcia, and Carmen Barocio. Back row, from left to right: Holly Giles, Robert Torres, and John Vandercook.

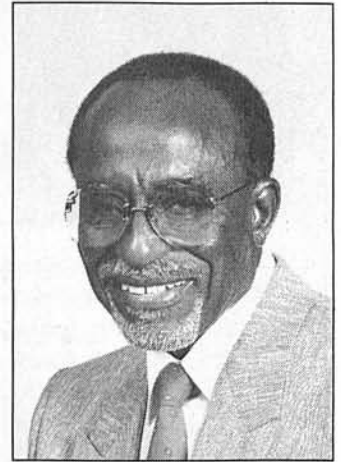


Four RTD Transit Police graduated from the Rio Hondo Police Academy on July 1. These officers completed the demanding 16-week course and are now accorded the status of Transit Police Officer Trainee. The new graduates included Arturo Carlos, Jr., Johnny Jones, Darryle Lewis, and Jack Menashe. From left to right: TAC Officer Mario Casas, Officer Carlos, Officer Jones, Officer Lewis, Officer Menashe, Acting Transit Police Chief Ernie Munoz, and Sgt. Gene McRiley.

White Conferred Honorary Doctorate

Division 5 Operator Cue O. White was awarded the honorary degree of Doctor of Humanities for meritorious service and outstanding contributions by Selma University at its 105th commencement exercise in May.

White first attended the university in Alabama in 1936 when he moved 50 miles from his hometown of Marion to Selma. Over the years he actively recruited and raised funds for his alma mater. He organized an alumni association chapter in California. As a recipient of the university's honorary award, White said he felt wonderful and excited. "It was a thrill for me. I just wished my father



White is the father of 4 children, he resides with his wife Lessie in Los Angeles.

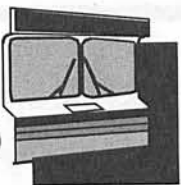
In 1967, White suggested to RTD management what he refers to as the "Cue Plan," which is identical to the exact fare system as we know it today.

were alive to see it. He only had a third grade education, but he valued higher education," he said. White has been invited to give the commencement address at Selma University next year.

With the RTD for 42 years, White became involved with union affairs and served as UTU Local

1564 Chairman for 7 years. White also has been very active in his church, the Angeles Mesa Presbyterian Church, serving as a ruling elder for 16 years. His memberships include a 4-year seat on the Transportation Committee of the Los Angeles County Federation of Labor (AFL-CIO), and 15 years on the Los Angeles County District Attorney Advisory Council. White maintains that one of his brightest accomplishments was leading a delegation to counsel with then Governor Edmund G. Brown in opposition to freeways being the sole means of transportation and recommending that a portion of the gas tax be allotted for rapid transit. In 1967, White suggested to RTD management what he refers to as the "Cue Plan," which is identical to the exact fare system as we know it today.

TOP OPERATORS



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

The theme of the program is "In Pursuit of Excellence."

July. 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 succeeding in their pursuit are listed below.

Managers Award

- 3201 Frank Minor, Jr.
- 3203 Frank R. Zamora
- 3205 Daniel J. Lawrence
- 3206 Henry P. Scott
- 3207 James R. Phillips
- 3208 James C. Sherman
- 3209 William C. Johnson
- 3210 Michael Avalos
- 212 Robert Baxter
- 3215 Jerry Babbitt
- 3216 Lester Albert
- 3218 Wilfred L. Batiste

Sweepstakes Award Full-Time Operators

- 3201 Alvaro Bolanos
Robert Duarte
Peter Gerrits
Wallace Gholston
Leon Hill
Lester Lopez
Joe Miller
Homer Rogers
John Thomas
Gilbert Vialpondo
Sammie Williams
- 3203 Roman Alarcon
William Jackson
Henry Gonzales
Dennis Copeland
Preston Hicks
John Fangon
Robert Galindo
Jessie Curtis
Johnny Colon
Luis Munoz
Richard Gomez
- 3205 Eddie Bryant
Teddie Cheaves
Wayne Davis
Alpha Marshall-Goodall
Tyrone Clay
Otis Leonard
Louis Moss
Lafayette Patrick
Lewis Robinson
Chauncy Tipton
Linda Trahan
- 3206 Reginald Ables
Johnny Hardwick
Willis Caffery
- 3207 Anthony Melton
Harry Smith

- Alton Williams
- Michael Walden
- Sedric Bradshaw
- John Jung
- Michael Chapel
- Dale Kinkade
- Simmie Sanders
- George Anderson
- William Thomas

- 3208 Cesar DeGuzman
Michael Brown
William Diaz
Steven Stark
John Pacheco
James Madden
Steven Churchill

- 3209 Bennie Bedford
Paul Buterbaugh
Georgina Cervantes
Larry Jessie
Fausto Gonzalez
James Gowins
Johnny Johnson
Richard Perez
Gilbert Romero
Gary Vance
Arnold Van Gordon

- 3210 Jeffrey Aemmer
Alfredo Miranda
Anthony Jones
Fred Perry
Robert Biedron
Robert Worrell
Dennis Enser
Floyd Covington
Luis Cardenas
Ernest Edwards
Pankajkumar Radia

- 3212 Le Jon Hutchinson
Thomas Pope
George Border
Jose Aguirre
Marvin Rogers
Roy Jones
Rogelio Chacon
Hung Le

- 3215 Jon Rossiter
Charles Jackson
Robert Gutierrez
Jose Martinez
Beverly Burns
Carl Stozier

- William Liddell
- Carlos Iglesias
- Tu Phan
- Phillip Scoglio
- Eunice Culbert

- 3216 Dale Aleshire
John Hardgrow
Clarence Henderson
Thomas King
Lawrence McCrary
Robert McMorris
Jacob Sanders

- 3218 Don Bradford
Elliott Chavers
Hillard Vickers
John Simmons
Clarence Pearson
Albert Bailey
Melc Williams
Clyde Corbitt
James Logan
Hubert Hayes
A. L. Stubblefield

Sweepstakes Award Part-Time Operators

- 3201 Marie Kang
Jaspal Kang
- 3203 Delfino Rodriguez
Alphonso Chavez
- 3205 Frances Brown-Curry
Jose Portillo
- 3207 Robert Armenta
Robert Fisher
- 3208 Ruben Hernandez
Raymond Shivery
- 3209 Raymond Guinn
Jose Berumen
- 3210 Richard Hernandez
Edward Kolendowicz
- 3212 Donald Biehn
Robert Dennis
- 3215 Joe Gonzalez
Maria Antonowicz
- 3216 Angela Hale
Darrel Van Laningham
- 3218 David Imaye
Hunter Worthington

Sam Singer Retires After 42 Years

Over 300 people attended the event of the near half-century ushering out a legend in his own time, Equipment Maintenance Superintendent Sam Singer retiring after 42 years of RTD service, at the Quiet Cannon in Montebello on July 29.

The Singer family has left a legacy at the RTD; Sam's father, Singer the elder, had 44 years in service and Sam's son, Mike, already has 15 years to his credit.

Sam's career with the District began in 1946 after completing his service with the Navy. He worked his way through the ranks from Mechanic C to Equipment Maintenance Superintendent. Singer was joined at the head table by his family, which included his mother, Bertha, and his wife of 38 years, Gloria.

Assistant Director of

*"I never forgot
that whatever
success I had,
the people
in the divisions
helped me attain it..."*

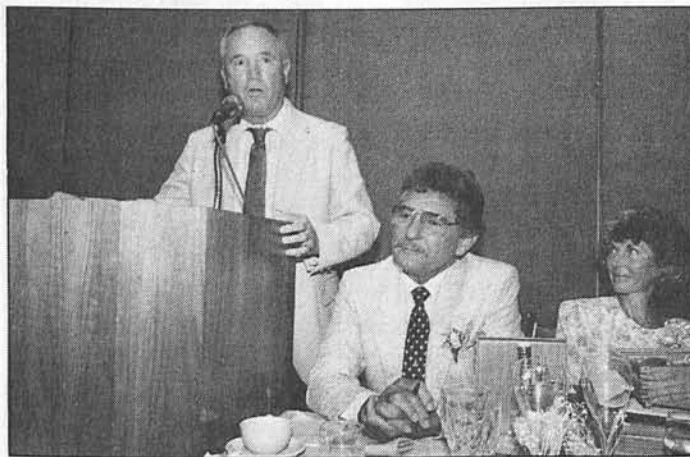
Equipment Maintenance Michael Leahy acted as master of ceremonies for the evening.

The roasting began

when Chris Dahlstrom began reading letters to Sam supposedly authored by Ronald Reagan, Michael Dukakis, and Mickey Mouse. Dahlstrom gave Singer a keepsake made by the staff, an album with each employee's picture and a personal writing from

at the scene of an accident. Apparently, Singer returned home very early in the morning, and so startled his wife, she knocked him out with one of her iron skillet.

Assistant Superintendent of the CMF Dave Lane gave Singer a pair of bookends made by the



UTU General Chairman Earl Clark pays tribute to retiring Equipment Maintenance Superintendent Sam Singer seated next to his wife Gloria.

each.

Marketing Promotions Manager Alice Wiggins presented Singer with a hand-drawn bus ad sign that included a caricature and autograph of every member of the Marketing Department.

Equipment Maintenance Superintendent Tony Chavira ribbed Singer about his trademark *Members Only* jacket and as a reminder of District policy a generous supply of UA sample bottles. He also recalled a story told by Singer following one of his many midnight emergency response team appearances

employees of the CMF.

Rail Superintendent Richard Morton gave him a chromed slice of a rail. ATU Treasurer Mike Bujosa presented him with a wooden encased collection of Singer's ATU pins. Singer was a shop steward earlier in his career. Former ATU President Jerry Long was in attendance and reminisced about his history with Singer. Current ATU President Neil Silver presented Singer with a commemorative plaque from the union. UTU General Chairman Earl Clark, after verbally roughing up Singer a bit, admitted, "I have

never heard anything but good said about him."

Director of Transportation Leilia Bailey presented Singer with his personalized bus stop sign. Acting AGM for Operations Art Leahy unwrapped a set of coveralls for Singer that had the autograph of every Maintenance employee. Gil Ochoa from Facilities Maintenance gave him an ottoman built by the department.

Singer got two lamps, the traditional farebox lamp from Equipment Maintenance Director Rich Davis, and another from Facilities Maintenance presented by Richard Hunt. Other presenters included Barbara Akk from Risk Management, Neil Bjornsen, and Roger Kundert from Labor Relations.

The last of 18 speakers was Singer's Staff Assistant Annadean Arroyo. She described him as a great boss and wished him well on his upcoming vacation to Hawaii. Her present to him from the entire staff overwhelmed the usually calm Singer. Emotion overcame him a bit as he unwrapped the Hawaiian shirt, shorts, and a check for \$1,444.

Singer was allowed to have the last word before the dance began. "I never forgot that whatever success I had, the people in the divisions helped me attain it...This is overwhelming. I am just overcome at all who came out. Thank you, I love you all. I hope to get to see you sometime," said Singer.

SCHEDULE CHANGES



Ayala, Bienvenido, from Operator Trainee Part-time to Operator Part-time.
Barenbaum, Jeffrey A., from Materiel Supervisor to Acting Senior Materiel Supervisor.
Bartman, Jack L., from Operator Trainee Part-time to Operator Part-time.
Benoit, Vincent, from Traffic Loader to Schedule Checker.
Bentley, Lee K., from Operator Trainee Part-time to Operator Part-time.
Bilco, John I., from Acting Project Engineer to Project Engineer.
Brown, Claude H., from Traffic Loader to Schedule Checker.
Canel, Luis F., from Operator Trainee Part-time to Operator Part-time.
Carlson, Harry I., from Transit Operations Supervisor to Senior Transit Operations Supervisor.
Castaneda, Carmelita, from Operator Trainee Part-time to Operator Part-time.
Cervantes, Georgina C., from Operator/Extra Schedule Checker to Operator.
Coleman, Wayne E., from Operator Trainee Part-time to Operator Part-time.
Conley, John R., from Operator Trainee Part-time to Operator Part-time.
Connolly, James P., from Materiel Manager to Acting Assistant Director OCPM Materiel.

Cuesta, Tere L., from Operator Trainee Part-time to Operator Part-time.
Daniels, Johnny B., from Operator Trainee Part-time to Operator Part-time.
Davidson, Jacqueline, from Secretary to Acting Senior Secretary.
Davis, Richard J., from Acting Senior Management & Budget Analyst to Senior Management & Budget Analyst.
Dhaliwal, Mohinder P., from Operator Trainee Part-time to Operator Part-time.
Duenas, Rafael R., from Operator Trainee Part-time to Operator Part-time.
Egardo, Charles L., from Traffic Loader to Schedule Checker.
Foster, Jeffrey L., from Operator/Extra Schedule Checker to Operator.
Gilmore, Luella, from Operator/Extra Schedule Checker to Operator.
Gomez, Alberto M., from Traffic Loader/Extra Schedule Checker to Schedule Checker.
Goytia, Rodolfo V., from Mechanic B to Mechanic A.
Grewal, Parmjit S., from Operator Trainee Part-time to Operator Part-time.
Griesbach, Alfred W., from Acting Project Engineer to Project Engineer.
Guerra, Margarita Y., from Mechanic B to Mechanic A.
Harris, Lee V., from Mopper/Waxer to Lead

Mopper/Waxer.
Hill, Billy L., from Traffic Loader to Schedule Checker.
Hill, Jacqueline R., from Public Liability/Property Damage Specialist to Acting Senior Public Liability/Property Damage Specialist.
Holland, Robert A., from Schedule Manager to Acting Director of Scheduling.
Inge, Carol E., from Joint Development Specialist to Acting Supervising Planner.
James, Margaret M., from Materiel Management Systems Support Analyst to Acting Inventory Control Supervisor.
Jones, Burnetta U., from Traffic Loader to Schedule Checker.
Kangarloo, Afshin, from Photocopying Machine Operator to Acting Scheduling System Technician
Kerng, Wen-Jen L., from Acting Senior Programmer Analyst to Senior Programmer Analyst.
Kovach, William A., from Senior Materiel Supervisor to Acting Materiel Manager.
Lane, Pamela M., from Cash Clerk/Relief Truck Driver to Vault Truck Driver.
Leahy, Arthur T., from Director of Scheduling to Acting Assistant General Manager - Operations.
Leal, Jesus, from Operator/Extra Schedule Checker to Operator.
Lee, Deborah J., from Mechanic C to Mechanic B.
Lewicki, Paul C., from Materiel Management Systems to Acting Materiel Supervisor.
Lopez, Ruben G., from Operator Trainee Part-time to Operator Part-time.
Marsh, Rickey J., from Service Attendant to Service Attendant Leader.
Martinez, Armando P., from

Operator Trainee Part-time to Operator Part-time.
Matthews, Elvia L., from Operator Trainee Part-time to Operator Part-time.
McCarty, Randolph J., from Operator Trainee Part-time to Operator Part-time.
McComie, Joseph H., from Mechanic A to Mechanic A Leader.
Miller, Richard T., from Traffic Loader/Extra Schedule Checker to Schedule Checker.
Mukes, Melvin, from Traffic Loader/Extra Schedule Checker to Schedule Checker.
Munoz, Ernest R., from Transit Police Lieutenant to Acting Transit Police Chief
Navarre, Renee J., from Mechanic B to Mechanic A.
Nazarian, John, from Materiel Supervisor to Senior Materiel Supervisor.
O'Neil, Christine L., from Operator/Extra Schedule Checker to Operator.
Oreish, Dorahanna, from Operator Trainee Part-time to Operator.
Passaretti, Joseph G., from Operator Trainee Part-time to Operator Part-time.
Pringle, Ernest S., from Property Maintainer A to Property Maintainer A Leader.
Quesada, Fernando A., from Acting Project Engineer to Project Engineer.
Ramirez, Carlos E., from Operator Trainee Part-time to Operator Part-time.
Reasby, Richard L., from Mechanic B to Mechanic A.
Reyes, Samuel R., from Operator Trainee Part-time to Operator Part-time.
Rhine, William J., from Acting Assistant General Manager - Transit Systems Development to Assistant General Manager - Transit
continued on page 20 ...

Credit Union News

by *Debbie Flores-Pollock, Marketing Director*

Service

As the product distinctions between credit unions, banks and other financial institutions have lessened, and as even the gap on interest rates paid by each institution has grown smaller, service has been the one area where credit unions have shone in comparison to banks and S&Ls.

When American consumers think of credit unions, they think of friendly, personal service. Now, in an effort to differentiate themselves from large regional banks, many community banks are marketing themselves as providers of friendly,

personal services. And many banking consultants are advising their clients, both big and small, that they should use credit unions as an example when it comes to providing customer service.

In fact, the American Banker's fourth annual consumer survey carried the following tips from financial, business and marketing experts: "Act more like a credit union and less like a commercial bank; think 'family,' not 'customer' or 'employee.'"

The experts also advise banks to "hire credit union people to head up training programs and (to serve) as customer-service representatives."

If bank employees are trained or given sufficient motivation to act like credit union employees, will banks be able to reclaim customer satisfaction and stop the exodus of funds from the land of for-profits? That's the question to which more and more banks are being admonished to find the answer before they start losing even more accounts to credit unions.

It's also a question to which credit unions will have to give consideration, for they will be forced to develop strategies and policies to keep ahead of banks (and S&Ls)- especially if those institutions are successful in their emulation of credit unions.

...Schedule Changes

...continued from page 19

Systems Development.

Robles, Javier G., from Operator Trainee Part-time to Operator Part-time.

Rorman, Don L., from Traffic Loader/Extra Schedule Checker to Schedule Checker.

Sainz, Mark S., from Operator Trainee Part-time to Operator Part-time.

Sandoval, Belinda G., from Operator Trainee Part-time to Operator Part-time.

Schroder, Frank E., from Schedule Planner to Acting Schedule Manager.

Semadeni, Alberto A., from Mechanic B to Mechanic A.

Senteno, Sandra C., from Service Attendant to Service

Attendant Leader.

Sia, Leoncio T., from Operator/Extra Schedule Checker to Operator.

Smith, Bernice C., from Operator Trainee to Operator.

Solomon, Mark A., from Transit Operations Supervisor to Acting Senior Transit Operations Supervisor

Stephens, William C., from Traffic Loader/Extra Schedule Checker to Schedule Checker.

Stonefield, Robert, from Traffic Loader/Extra Schedule Checker to Schedule Checker.

Suarez, Joy G., from Operator Trainee Part-time to Operator Part-time.

Taghdiri, Hamid, from Programmer Analyst to Acting Senior Programmer Analyst.

Thulin, Herbert D., from Operator Trainee Part-time to Operator Part-time.

Vasquez, Armando N., from Traffic Loader/Extra Schedule Checker to Schedule Checker.

Whitlock, Janice I., from Operator Trainee Part-time to Operator Part-time.

Wright, Earl H., from Traffic Loader/Extra Schedule Checker to Schedule Checker.

Zubia, Steve, from Operator Trainee Part-time to Operator Part-time.

IN MEMORIAM

Hall, Lloyd, began with the District on May 11, 1939, passed away on June 13, 1988.

Krug, Jack, began with the District on February 29, 1960, passed away on June 15, 1988.

Miller, Robert, began with the District on July 28, 1975, passed away on May 31, 1988.

Napoli, Anthony, began with the District on December 25, 1936, passed away on June 18, 1988.

Pogue, Noah, began with the District on May 19, 1943, passed away on July 4, 1988.

Smith, Sam, began with the District on March 29, 1945, passed away on June 27, 1988.

Thomas, Josephine, began with the District on January 21, 1925, passed away on June 30, 1988.

Usher, Gerald, began with the District on March 1, 1966, passed away on June 13, 1988.

Veinot, John, began with the District on November 9, 1980, passed away on July 12, 1988.

SHIFTING GEARS



Allen, Judith, began with the District on October 6, 1975, retired as an Operator on April 6, 1988.

Andrews, Clarence, began with the District on June 8, 1963, retired as an Operator on June 18, 1988.

Bagsby, Samuel, began with the District on September 12, 1960, retired as an Operator on June 30, 1988.

Biedes, Dorothy, began with the District on September 6, 1955, retired as a Data Entry Operator on June 30, 1988.

Cantrell, Mercer, began with the District on June 23, 1947, retired as an Operator on June 30, 1988.

Celentano, Alfred, began with the District on October 20, 1954, retired as an Operator on June 30, 1988.

Chassuer, Emmanuel, began with the District on December 23, 1961, retired as an Operator on June 25, 1988.

Collins, John, began with the District on June 29, 1963, retired as an Operator on June 30, 1988.

Crawford, Doris, began with the District on June 19, 1978, retired as an Operator on June 26, 1988.

Dimmitt, Charles, began with the District on September 12, 1964, retired as a Transit Operations Supervisor on July 2, 1988.

Dixon, Dale L., began with the District on June 23, 1972, retired as an Operator on July 1, 1988.

Dorn, Sally, began with the District on June 12, 1978, retired as an Operator on June 27, 1988.

Dumas, Robert, began with the District on June 23, 1972, retired as an Operator on June 30, 1988.

Ebbers, John, began with the District on June 8, 1963, retired as an Operator on June 25, 1988.

El Fattal, Frank, began with the District on October 22, 1960, retired as an Operator on June 30, 1988.

Eskiewicz, Joseph, began with the District on August 31, 1973, retired as an Operator on February 1, 1988.

Falbo, John, began with the District on April 13, 1963, retired as an Operator on July 1, 1988.

Frisch, Charles, began with the District on June 1, 1976, retired as an Operator on June 30, 1988.

Glover, Fuller, began with the District on June 1, 1956, retired as an Operator on June 17, 1988.

Griffith, Hansel, began with the District on February 11, 1977, retired as a Mechanic A on June 30, 1988.

Hashimoto, Masu, began

with the District on June 8, 1963, retired as an Operator on June 30, 1988.

Haukka, Petti, began with the District on March 31, 1975, retired as an Operator on June 30, 1988.

Holmes, Terrance, began with the District on June 20, 1958, retired as an Operator on May 29, 1988.

Kemble, L.M., began with the District on April 21, 1958, retired as an Operator on June 25, 1988.

Kerslake, Condred, began with the District on February 16, 1955, retired as an Operator on June 30, 1988.

Knox, Paul, began with the District on December 18, 1958, retired as a Transit Operations Supervisor on June 19, 1988.

LeGras, Isadore, began with the District on November 11, 1958, retired as a Transit Operations Supervisor on June 30, 1988.

Marty, August R., began with the District on September 22, 1972, retired as an Operator on July 13, 1988.

McCarns, Wesley D., began with the District on October 21, 1958, retired as a Transportation Superintendent on June 30, 1988.

McKenzie, George, began with the District on June 23, 1958, retired as an Operator on June 29, 1963.

McLemore, Thomas, began with the District on March 30, 1959, retired as a Assistant Division Transportation Manager on June 30, 1988.

Miles, George, began with the District on June 29, 1963, retired as an Operator on June 30, 1988.

Miller, Harold, began with the District on December 27, 1948, retired as an Operator on June 27, 1988.

Nelson, Earl, began with

the District on June 30, 1972, retired as an Operator on June 30, 1988.

Parrish, Lazarus, began with the District on May 23, 1960, retired as an Operator on June 30, 1988.

Perry, William, began with the District on August 13, 1966, retired as an Operator on June 26, 1988.

Pine, Louis, began with the District on September 1, 1962, retired as an Operator on June 17, 1988.

Riley, William, began with the District on April 28, 1962, retired as an Operator on June 30, 1988.

Romero, Gilbert, began with the District on October 3, 1970, retired as an Operator on July 5, 1988.

Sawyer, William, began with the District on February 9, 1976, retired as a Traffic Loader/Extra Schedule Checker on June 18, 1988.

Seitz, Willy, began with the District on February 21, 1970, retired as an Operator on April 29, 1988.

Selvick, Ronald, began with the District on April 7, 1975, retired as an Operator on January 7, 1988.

Tibbo, Frank, began with the District on November 14, 1974, retired as an Operator on June 25, 1988.

Ware, Johnnie, began with the District on December 1, 1975, retired as an Operator on June 30, 1988.

Washington, Flood, began with the District on December 27, 1955, retired as a Mechanic A on June 18, 1988.

Williams, C.V., began with the District on April 6, 1959, retired as an Operator on June 28, 1988.

Williams, Charley, began

continued on page 22 ...

Superintendent McCarns Retires

Transportation Superintendent Wesley McCarns was given a final farewell toast from over 100 friends, family, and co-workers at his retirement dinner held at the University Hilton on July 15.

McCarns sat at the head table with his family which included his mother, his two sons, and many cousins.

Director of Transportation Leilia Bailey acted as mistress of ceremonies for the evening. Division Manager Eugene Hamilton was the first roaster of the event, followed by Allen Styffe, A. J. Taylor, and Chris Coleman. Cherrie Williams, president of COMTO-LA chapter presented McCarns with a plaque honoring his contributions to the organization over the years. Equipment Maintenance Superintendent Sam

Singer gave McCarns his very own fare-box lamp and Rail Superintendent Ed Vandeventer passed to McCarns a check from the Transportation Retirement Club. Other gifts included a personalized schedule from then Director of Scheduling

Equipment Maintenance Superintendent Sam Singer gave McCarns his very own fare-box lamp...

Art Leahy, a bus stop sign inscribed with the motto: "Line 2902 Wes' Bound" from Assistant Director of Transportation Ralph Wilson, and framed retirement scrolls presented by



Transportation Superintendent Wesley McCarns accepts a bus stop sign from Ralph Wilson at his retirement dinner. McCarns' mother is seated to his right.

Assistant Director of Transportation Leo Bevon.

McCarns hired on as an operator in 1958. By 1970 he was working as an extra clerk and within four months of that same year he was promoted to transportation planning analyst. Within two years he attained the position of assistant division manager

and division manager. In 1980 he became transportation superintendent.

On July 15, 1988, McCarns celebrated a bittersweet moment in drawing to a close a 30-year career in the transit industry. His expertise and exquisite grace under pressure will be missed greatly.

...Shifting Gears

...continued from page 21

with the District on May 18, 1963, retired as an Operator on June 30, 1988.

Wise, Joseph, began with the District on February 5, 1959, retired as an Operator on June 25, 1988.

Ziegler, Edwin, began with the District on September 22, 1954, retired as an Operator on June 30, 1988.

Zumkley, George, began with the District on July 14, 1966, retired as an Operator on July 17, 1988.

A trio of talented Personnel Department employees pooled their natural gifts and wrote, filmed, directed, and produced an industrial video about referrals to an Employee Assistance Program. Carolyn Kinkead filmed, lighted, and directed

the video, while Hope Powell and Terry Davis wrote the script and acted out the roles. The video, entitled "Performance Referral" was taken by Personnel Director Gayel A. Pitchford and shown at the APTA Drug and Alcohol

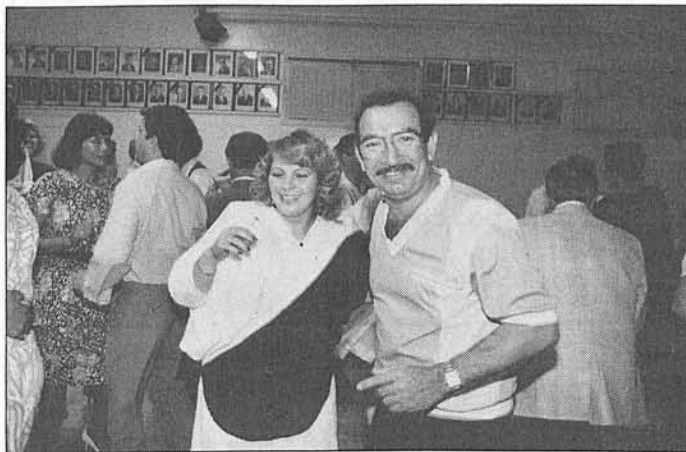
Symposium held in Boston this July. Ms. Pitchford said viewers were very impressed with the quality of the video and interested in buying copies from her. This could be the start of something big.

"Performance Referral" Gets Good Reviews

Mechanic Organizes Benefit for His Hometown

Division 10 Mechanic Rigoberto Banuelos remembers where he came from and he knows all too painfully that some of the people in his native Apozol,

soap, blankets, and clothes for families that don't even earn the cost of living. The first year he attempted raising funds, he received enough money to give to 15



Rigoberto Banuelos enjoys the benefit dinner-dance he sponsored to raise funds for the poor of Mexico.

Mexico are hurting from the country's economic instability.

For the fourth year running Banuelos organized a dinner-dance to benefit the poor families in Apozol.

Banuelos organized a dinner-dance to benefit the poor families in Apozol.

Each year he has raised enough to purchase food and everyday necessities such as

families in the stricken region. This year he hopes to give to 50 families.

The dinner-dance, co-sponsored with Transit Police Investigator Ronnie Delgadillo, was held at the American Legion Hall in Alhambra on July 30.

Banuelos will deliver personally to Apozol all the goods purchased from the proceeds. In the past he has organized raffles, picnics, and other social events in which to raise money. Those interested in benefiting this cause may write to Banuelos at Division 10 or at 2525 Las Flores St., Alhambra, 91803.

TO YOUR HEALTH

Falling Off the Wagon, and Life after Dieting

by *Elia Hager, R.N.*

Most if not all people who diet rigorously (and often) eating 800-1000 calories daily will regain the lost weight and usually gain more. We can call this the first law of failed diets. It is the law of *rebound weight gain*. This law is also the ghost that haunts all dieters past and present. This ghost causes such pain and guilt due to failing once again! The poor dieter is forced by the intense feeling of failure to eat and eat and feel guilty then eat and feel terrible and eat some more and on and on and on—does the cycle ever stop? What happens to the person who say enough to the tyranny of dieting and return to proper eating habits. What causes the change or the difference?

I think the difference begins with the person's

perception of food. Substituting the need to eat with finding something else to do with the hands and mouth. Each overweight person has to admit their need to eat and overeat and find ways to steer away from their addiction. AA takes a firm view on all types of addiction and using their tenets of addiction the overeater must admit, first, the need to eat; second, the need for a good support group; and third, the belief and trust in God. It works for the members and the AA principles also work for those who wish to permanently lose weight. Finally, each has to realize when they are in greatest danger of overeating, whether these are times of extreme fatigue, emotional stress, or peer pressure.

BIRTHS

Born to Operators **Martin and Francisca Montes-Jurado**, their first son; **Martin, Jr.** on April 19. Martin was 21-3/4 inches long and weighed 7 lbs., 10 oz. at birth. The youngest

member of the family now joins an older sister Paula, 4, and twins Carla and Diana, 2. The couple also celebrated their sixth wedding anniversary on July 31.

COMTO

Conference of Minority Transportation Officials Los Angeles Chapter

The Los Angeles Chapter of the Conference of Minority Transportation Officials (COMTO) is pleased to announce that applications are being accepted for two \$500 scholarships to be awarded to promising minority students interested in a career in the transportation industry. The scholarships will be awarded in the fall of 1988.

Eligibility Requirements:

Applicant must:

- o Be a minority student.
- o Be enrolled as a full-time freshman, sophomore, junior or senior in a course of study in transportation or a related field.
- o Consider pursuing a career in transportation.
- o Have a minimum 2.5 undergraduate GPA.
- o Freshmen should have a minimum 2.5 cumulative high school GPA.
- o Accept a one-year paid membership in COMTO and become an active member in good standing.

The scholarship must be used at an accredited community college, four-year college or university.

If you have any questions about the scholarship or application procedure, please contact Sharon Sterling at (213) 237-2014 or Cherri Williams at (213) 972-6731. Completed applications are due no later than September 30, 1988, and should be sent to:

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
COMTO SCHOLARSHIP COMMITTEE
ATTN: MS. SHARON STERLING
425 S. MAIN STREET
LOS ANGELES, CA 90013

P.O. Box 1568 • Los Angeles • CA 90053-1568

APPLICATION FOR SCHOLARSHIP
THE LOS ANGELES CHAPTER OF COMTO

1. Full name _____
2. Present address _____
City, State, Zip Code _____ Phone () _____
3. Date of birth _____
4. Parent/Guardian Name, Address & Phone _____

5. Academic status Fall 1988 (Freshman, Sophomore, Junior or Senior) _____
6. Major _____ 7. Anticipated graduation (month/year) _____
8. Desired career _____
9. Cumulative grade point average (as of June 1988) _____

INSTRUCTIONS

1. All applicants are required to submit with this application a MINIMUM TWO-PAGE DOUBLE-SPACED TYPEWRITTEN ESSAY OF PURPOSE which reflects extra-curricular activities, special achievements and their interest in Transportation or a related field.
2. Submit official transcript.
3. SUBMIT TWO LETTERS OF RECOMMENDATION from individuals familiar with applicant's character or extracurricular activities. (IMMEDIATE FAMILY MEMBERS ARE EXCLUDED.)

List the name and telephone number of the two individuals from whom you have requested letters of recommendation:

Name	Telephone
1. _____	_____
2. _____	_____

This application and all supporting material MUST BE RECEIVED BY the Selection Committee no later than September 30, 1988. Mail to: SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT, COMTO SCHOLARSHIP COMMITTEE, ATTN: MS. SHARON STERLING, 425 S. MAIN STREET, LOS ANGELES, CA 90013.

Date: _____

Applicant Signature: _____

30-Year Old Dream Comes True

by Carrie V. Morris, Risk Management

In June of 1958, Division 16 TOS Milton Jackson married Lennie Anderson in a small roadside church in Vance, Mississippi, with only a few family members present.

in child development. But in 1983, Lennie suffered a massive heart attack. While thankful to have survived, she felt, "There goes my dream of owning a preschool."



TOS Milton Jackson and Lennie Anderson on their second wedding day.

It was always Lennie's dream to have a real wedding. She became a dutiful wife and mother of five children: Carl, Milton, Jr., Timothy, Terry, and Joyce.

She also had another dream—to own and operate a preschool. When her children were grown, Lennie returned to Chaffey College and obtained an AA degree

In January of this year, Lennie was offered and accepted an opportunity to purchase her very own preschool. She is the proud owner of Alderwood Child Care Center in Fontana. That left only one dream unfulfilled...

Today, both of Lennie's dreams have come true. On June 19, after 30 years,

RTD MOVIES GOES TO THE MOVIES

Our Rating System

- ***** - A classic; top of the line
- **** - Excellent; worth seeing
- *** - Average; use discount tickets
- ** - Fair; a good effort, but flawed
- * - Poor; don't waste your time

BOMB - *Boom!*, starring Elizabeth Taylor, Richard Burton; an appropriate title

Cocktail — **

I wouldn't recommend this movie unless you are a devoted follower of Tom Cruise; even then, loyalists may find their patience waning with this trite, predictable melodrama.

For the first portion of

this film, you think that they've got everything going for them. Tom Cruise plays the young turk who finishes up his stint with the army and heads for the big time

...loyalists may find their patience waning with this trite, predictable melodrama.

— New York. His uncle owns a bar in Brooklyn, which will one day come to him, but he has bigger
continued on page 27...

Milton and his five children gave Lennie her dream wedding. Milton and Lennie

Today, both of Lennie's dreams have come true.

were remarried before many friends and relatives at the Fellowship of the Brethren Church in Pomona. All five

children were members of the wedding party. A gala reception was held at the Maple Hill Country Club immediately following.

This occasion was doubly sweet to all who witnessed the glow on the bride's face and heard the sincerity in her voice as she began to repeat these vows..."Milton, I choose you from all the world to be my husband." At last Lennie had her real wedding. Congratulations Lennie! Dreams do still come true.

...Movies

...continued from page 26

ideas. In search of these, he sets out to make his fortune on Wall Street, but finds that he doesn't have the education or experience to get his foot in the door. Down in the dumps, he happens to pass a bar where there's a Help Wanted sign in the window. Swallowing his pride, he steps in, and asks for the job.

The man behind the bar happens to be Bryan Brown, and he takes Cruise under his wing to show him how to become the world's greatest bartender. Now, we get into all those spectacular shots of drinks being mixed and poured that you see in the commercials. Needless to say, Cruise catches on, and he and Brown become a very hot item. So hot, in fact, that the owner of this trendy club offers them a job, swearing that they'll be famous in a week. There's some good parody here, complete with the ritzy "in" crowd (the type you see on the pages of the National Inquirer, or on *Life Styles of the Wanting to be Rich and Famous*), but this is where the movie begins its downfall. It seems that Cruise falls for this photographer who's on the fast track; Brown warns him that the girl will break his heart, but Cruise doesn't believe him. So, Brown decides to prove it by hopping into bed with the girl at the first opportunity. Things hit the skids from there.

Cruise takes off for Jamaica, there to make enough money (or find a rich woman) to open his own place. Sure enough, he meets a pretty young thing

(Elizabeth Shue), and falls head over heels for her. Of course, he thinks she's broke — the audience knew she had to have money the moment she showed up; it was just too convenient. What follows is a tortured, twisted, and too-long struggle for the conclusion, where the rich girl and the kid from the poor side of the tracks find happiness with Cocktails and Dreams.

*The only thing
that really
makes the last
half of the
movie bear-
able, is that
winning little
smile.*

Bryan Brown, as the mentor and best friend, is his usual roguish self. Elizabeth Shue is sweet, but that's it. I didn't feel any depth there. And Tom Cruise has charisma. That's the only thing that really makes the last half of the movie bearable, is that winning little smile. That and the fact he takes his shirt off at every possible opportunity. He's a much better actor than this script demands, and I hope his next project will reflect that.

Be seeing you
— Carolyn Kinhead

For Sale

Two brand-new homes available in the Moreno Valley. 3 bedrooms, with an optional 4th, 2-1/2 baths, fireplace, air-conditioning/heating, 2-car garage. One home is situated on a cul-de-sac, and the other is on a regular lot. Both are approximately 1830 sq. feet in the California Summit development. The large lot rents for \$950, the regular lot for \$925. Inquire with Giacomo Pisciotta at extension 70060 or 213/425-2371.

Time-sharing 1 bedroom unit that sleeps four, 1 week. Jockey Club—Las Vegas, Nevada. \$7,000. Call (702) 367-1467.

Blaupunkt in-dash Auto-Reverse cassette player with am/fm stereo radio for \$375. Pioneer LD-660 video disc player (laser disc) for \$350. Please call William at (213) 777-9510 in the evening.

Letters to the Editor

Dear Editor:

We have an employee here at Division 16, who has been with the company for 12 years. Along with working for the company she is a volunteer for JACS (Joint Action in Community Service). She is also a recruiter for the Job Corps; recruiting young people who have dropped out of school to help them complete their education and learn a job skill. She has now been awarded the position of JACS Volunteer Coordinator for San Bernardino County. We would like to show her how proud we are of her contribution to the community for her support in helping our young people today.

*Her husband,
Earven K. Brittenum*

The Classifieds

Classified ads sent by non-employees are accepted at a cost of \$3.75 per line per month. Display ads are \$20 per inch per month. Please send payment with your camera-ready ad and make checks payable to the RTD. The price for ads is subject to change without notice as

we revise our price structure to reflect production cost increases. Send ads the first week of the month for printing in the following month's issue to Headway, RTD, 425 S. Main St., Los Angeles, CA 90013. RTD employees' and retirees' ads will continue to run free.

RECREATION NEWS



September

- 5-9 RTD Week at Disneyland—\$12.50 Adults (12 and over)
\$9.50 Children
- 7 Dodgers vs. Houston-\$6
- 9 Dodgers vs. Cincinnati-\$6
- 10 UCLA vs. Nebraska-Rose Bowl-\$9
- 11 Dodgers vs. Cincinnati-\$6
Cats-Pasadena Civic-2 p.m. \$31 tickets for \$28
- 14 Dodgers vs. Atlanta-\$6
- 15 Angels vs. Kansas City-\$6
- 15- Oct. 2 Los Angeles County Fair-Adult- \$4.50, Child (6-12)-\$2.50, Seniors (60 years and up)-\$4.50
- 17 UCLA vs. Long Beach State-\$9
- 18 Angels vs. Texas-\$6
Peter, Paul & Mary-Universal-\$19 Orchestra
- 20 Barry Manilow-Greek-\$31
- 21 Dodgers vs. San Diego-\$6
- 22 Randy Travis/The Judds-Universal-\$21.50
Wynton Marsalis & Nancy Wilson-Greek-\$20.50
- 23 Tom Jones-Greek-\$19.50

- 24 USC vs. Oklahoma-\$22
- 25 Angels vs. Minnesota-\$6
George Benson-Universal-\$19.50
- 30 Dodgers vs. San Francisco-\$6
Kenny Loggins-Greek-\$20.50

October

- 2 Dodgers vs. San Francisco-\$6
- 8 John Denver-Greek-\$26
UCLA vs. Oregon State-\$9
USC vs. Oregon-Homecoming-\$16

Special Offers

Wild Rivers-through October 2—Adults \$8.25, Child (3-9)
\$6.25

Movies: UA—\$3, Mann's—\$3, Pacific Walk-In—\$3, AVCO
General Cinema—\$3, and Pacific Drive-In—\$4.

Magic Mountain—Adults- \$13.95 (over 4'), Child-\$9
(3 years-4')

HEADWAY

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

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.

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

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