

# HEADWAY



Mr. Seniority

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## RTD Survey Shows Support for Rail Projects

An RTD survey of major Los Angeles employers shows that over two-thirds agree with Air Quality Management District (AQMD) regulations to reduce air pollution. Sixty percent believe that the Metro Red and Blue Lines will reduce air pollution, traffic, and encourage public transit use.

Nearly three-fourths of those employers surveyed were aware of regional plans for rail projects; however, they believe that the AQMD's Regulation XV would not affect the way their company does business, location, ability to hire personnel, or profitability.

These are some of the findings of a survey of nearly 1,700 employers and employees conducted by Evaluation and Training Institute of Los Angeles for the RTD. The firm surveyed 104 companies throughout the greater Los Angeles area.

RTD conducted the survey to assess the impact of new ridesharing regulations, the demand for more public transit service, and the perception of business executives and their employees on the use of RTD as a rideshare solution.

Firms were split on whether the Los Angeles city ordinance requiring bus pass subsidies for employees would reduce air pollution, traffic, or encourage transit use. Thirty-four percent said they are making plans to provide such subsidies, but

a third of senior managers surveyed didn't believe their employees would take advantage of the bus pass subsidy. Fifteen percent indicated that more than 20 percent of their employees would use the subsidy.

Sixty percent felt that extending bus pass requirements beyond the City of Los Angeles would increase their use.

Of the employees surveyed, nearly 60 percent were either not aware nor

***"Sixty percent believe that the Metro Red and Blue Lines will reduce air pollution, traffic..."***

sure if they had heard of AQMD's Regulation XV. Even fewer were familiar with the Los Angeles city ordinance pertaining to bus subsidies, with 86 percent stating they were not aware nor sure if they had been informed of the ordinance.

In controlling traffic congestion, 80 percent of employers said that banning trucks from peak traffic periods would be a way of controlling traffic and air pollution.

Both bus riders and non-riders were interviewed as part of the survey which also found both employers and their employees want more bus service, better bus service, and more information on RTD services.

## Police Peer Review Panel Urges Board To Build Up Force

A panel of law enforcement experts told the Board of Directors at their April 6 meeting that the Transit Police force should not be replaced by a private security agency or officers hired part-time from other police departments among other points.

The panel included Capt. Sid Mills, Los Angeles Police Department personnel director; Gerald Hotopp, director of Police Services, Metropolitan Atlanta Rapid Transit Authority; John Hammargren, Los Angeles County Sheriff's Department-Contracting Services; David Dominguez, assistant to the General Manager; and Ernie Munoz, RTD Acting Transit Police Chief.

In suggesting that the

District needs its own police force, the panel concluded that RTD directors must decide the department's scope of responsibilities. Further, the panel urged the board to move quickly to reorganize the department, select a new police chief, hire more officers, provide better pay, and adopt new policies, including one allowing transit officers to carry guns off-duty.

Among the panel's major findings were:

- The RTD Transit Police suffered a staggering turnover rate of 40 percent last year. The turnover, driven by poor morale and salaries, compares with about 3 percent for both the

*continued on page 6...*



*This peer review panel on the activities of the RTD Transit Police presented their findings to the RTD board in April. From left to right: Acting Transit Police Chief Ernie Munoz; LAPD Capt. Sid Mills; Gerald Hotopp, MARTA; Cmdr. John Hammargren, Los Angeles County Sheriff's Department; and David Dominguez, RTD assistant to the General Manager.*

## New Start Date for the Red Line

A new opening date of September, 1993, for the 4.4-mile downtown phase of Metro Red Line subway system was recommended to the RTD Board of Directors at its April 13 meeting.

The original cost estimate of \$1.25 billion for Phase 1 will not go up, but the contingency—a budget line item figured into the overall cost to pay for unforeseen expenses—could be reduced by as much as \$25 million, said General Manager Alan Pegg. The project's current contingency is \$66 million.

Unanticipated factors arose during the construction of the subway stations and tunnels that necessitated moving the opening date ahead. The need for a new date was first announced February 17.

The discovery of contaminated soil and unanticipated underground obstacles plus extra time to acquire property near the future Union Station terminal are the primary reasons for the change of schedule.

"Given all the complexities of an undertaking of this magnitude, the project still is doing well," Pegg said. "We want the Red Line to open as much as anyone, and we are determined to do so as soon as possible while at the same time ensuring the safest possible system."

## Transit Police Lieutenant Honored by "WeTIP"

Transit Police Lt. Elston Burnley was honored April 28 at the 16th Annual National WeTIP Conference in Ontario as the Law Enforcement Officer of the Year.

Lt. Burnley's recognition comes as a result of his use of WeTIP information over the last three years. Of the tips he has received from any-

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*"Of the tips he has received... more than one-half of the cases have been solved..."*

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mous callers through the national program, more than one-half of the cases have been solved and of those helpful callers—most have received rewards.

WeTIP is a national program that works by making available a toll-free tipline that provides people with a way to give information regarding drug sales and crime while remaining absolutely anonymous. The number, (800) 78-CRIME, operates 24 hours a day.

The WeTIP program operates in all 50 states, including Hawaii, the Virgin Islands, and Puerto Rico. The information given by the



*Lt. Elston Burnley, of the RTD Transit Police Investigations Division, received the Law Enforcement Officer of the Year Award from Iron Eyes Cody, past national honorary chairman of WeTIP, and Sgt. McGruff (he takes a bite out of crime) at the 16th Annual National Conference held in Ontario on April 28.*

caller is immediately conveyed to the pertinent law enforcement officers.

Arrests are never made on the basis of a telephone call alone. Arrests are only the result of verified law enforcement investigations. And, that's where Lt. Burnley comes in. "Without the information we received through this source, we would not have been able to solve the many cases we have," said Lt. Burnley.

He said that many of the larger law enforcement agencies don't always have the time to investigate a tip. "But I do, I take my time and put my energy into it."

Among the cases that Burnley has solved through use of WeTIP include attempted murder, assault, theft from fare boxes,

graffiti, transmission and parts theft, receiving stolen property, vault theft, and insurance fraud. The transmission theft required over four months of surveillance before Burnley and the Transit Police were able to crack the case.

"I feel very honored by this award and I know I owe a lot to WeTIP. They have enabled me to use the information and make my department look better." Burnley says the WeTIP service is so timely and complete it allows him to maintain a 95 percent accuracy rate in apprehension of criminals. Translated, that means if Lt. Burnley gets wind of something going down

*continued on page 5...*

# Ticket Machines Tested at El Monte Station

RTD and the Los Angeles County Transportation Commission (LACTC) have begun testing new ticket vending machines at El Monte Bus Station.

The ticket vending machines (TVMs), manufac-

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*The TVMs are  
prototypes of those  
to be used at all  
rail stations.*

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tured by General Farebox Inc., of Chicago, began a six-month field test April 18 and are prototypes of the equipment that will be installed at all rail stations on the Metro Red and Blue Lines.

The \$5.7 million contract calls for the procurement of 111 ticket vending machines, with 74 to be used along the route of the Blue Line and 37 along the first phase of the Red Line.

"RTD bus patrons over the next few months will be given the opportunity of purchasing their bus tickets at two additional convenient locations within the bus station and will experience what it will be like to buy fare tickets once both rail projects are completed," said General Manager Alan Pegg.

The ticket vending machines will sell one-ride tickets for fares on buses serving El Monte. These will include fares for local or express service.

Patrons merely select their destination by using a

series of buttons and insert the proper fare displayed to receive a printed ticket. Patrons then show their ticket to the bus operator before inserting it into the farebox.

During the test period, El Monte terminal ticket windows will remain open.

"The field test at El Monte is an important step toward ensuring that the fare collection system installed on the rail system will be reliable and easy to use," said Pegg.

As part of the contract, being administered by the LACTC, the testing period will be used to measure reliability and ease of use by transit patrons.



*Shown demonstrating the new state-of-the-art ticket vending equipment are Director of Systems Design and Analysis Joel Sandberg (left), and Manager of Systems Engineering and Analysis for the Metro Red Line Edward Pollan.*

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## ... "We Tip"

*...continued from page 4*

through WeTIP, he is going to catch them.

Rewards of up to \$1,000 are given in cash, on verified factual reports from law enforcement that WeTIP information was received prior to arrest and that the information was helpful in the arrest and conviction.

The reward drop is made at a secret postal location by use of assigned code names and numbers. No personal contact is ever made with the informant. "I hope that RTD employees

will take an active part in this program, serve their agency, and reward themselves at the same time," Burnley said.

Lt. Burnley is also credited with developing the drug-sniffing dogs project that investigated each RTD property for drug use and sales, and for the graffiti enforcement teams, among many others. He has been with the District for 30 years, serving for 5 years as a bus operator before joining the Transit Police. Burnley and his wife Bertha live in Culver City and they have one son, Reginald.

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## Transit Cops Rescue Fire Victims

The alertness and quick responses of Transit Police Officers James Stonehouse and Russell Rentschler saved 37 tenants from a burning two-story wood building in the early morning hours of April 15.

The officers were passing by on a routine patrol when they spotted the smoke at approximately 2 a.m. They reported the fire to the fire department and started warning the tenants, all of whom escaped unharmed.

One tenant said the fire

started outside a makeshift kitchen on the second floor at the rear of the house where power lines were attached. It took 45 firefighters from nine companies about 39 minutes to quell the flames, but by then the building on the 1400 block of South New Hampshire Street was destroyed along with most of its contents. However, the tenants were grateful to the Transit Police for being able to escape with their most valuable possession—their life.

## Neoplans Return to Service

Several of the 90 Neoplan buses, removed from service last October because of cracks found in the suspension system of the third axle on some of the buses, have been retrofitted with a redesigned rear axle and put back into service.

The first bus to return to service was deployed on Line 456. Pending a final review of test data on the performance of the new axle, the rest of the Neoplan buses should be returned to service on express lines this summer as each bus receives a new axle. The retrofit program is scheduled to be completed by September.

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*"...the rest...should be returned to service this summer."*

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"We originally took the buses out of service as a precaution," said General Manager Alan Pegg. "After extensive tests, we now believe the new axle meets RTD's rigorous safety standards."

The 90 buses were purchased at a cost of \$17.2 million and first went into service in June 1987. Costs for the retrofit will be borne by the manufacturer under warranty, not by the RTD or its riders, Pegg said.

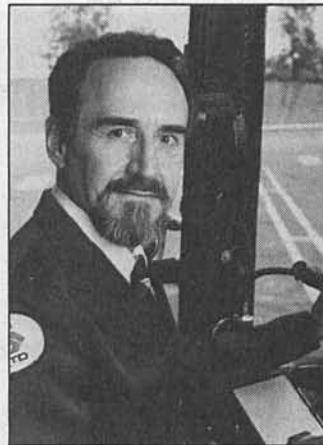
## Nieto Chosen Operator of the Month

Division 8's Marcial Nieto, an operator with more than five years with the District, was chosen as the Operator of the Month for March.

Nieto has compiled an excellent driving record since joining the District in 1984. He has never had an avoidable accident or missed a scheduled bus run.

"Marcial Nieto's record of accomplishment and overall excellent performance record is to be commended," said General Manager Alan Pegg. "He is a proficient operator who can be depended upon to perform well with minimum supervision."

Nieto resides in Reseda



*Operator Marcial Nieto was chosen Operator of the Month for March.*

with his wife and two children. He is a chess player, enjoys martial arts, and is an avid reader.

## TOSs Head to Calgary

Ten District Transportation Operations Supervisors (TOS) flew to Calgary, Canada on May 1 to begin four weeks of intensive training on the Canadian rail system as part of the start-up for light rail.

The TOSs, prior to their Canadian exercise, had just completed four weeks in rail training at El Monte, a review of the Long Beach light rails shops, meetings with contractors, and time management training. The Calgary segment allows the TOSs to experience a live operating property.

The TOSs included Rita Malone, Everett Wooden,

Don Lautenbach, Don Little, Tom Jasmin, Rick Flores,

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*"...four weeks of intensive training on the Canadian rail system..."*

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Johnny Byrd, Jesse Diaz, R. L. Smith, and Gerald Harper. Transportation Superintendent Ed Vandeventer and Rail Division Transportation Manager Chris Coleman also accompanied the group.

## ...Police Peer Review

*...continued from page 3*

Los Angeles Police Department and the county sheriff's department.

•The force is in dire need of additional officers unless its responsibilities are dramatically reduced. At present, the department has 65 officers combating an overwhelming amount of problems including graffiti, vandalism, internal theft, and protecting the safety of bus patrons and the District's personnel.

•A new policy should be adopted allowing transit police, like other law enforcement officers, to carry guns off-duty. The department has documented many cases where

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*The force is in dire need of additional officers unless its responsibilities are dramatically reduced.*

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off-duty transit officers were confronted by those they had arrested.

•The board needs to hire a new police chief to replace James Burgess who resigned last December.

The panel's recommendations were submitted to General Manager Alan Pegg for review. The board agreed to begin the search for a new police chief.

## Mechanics Complete Repair Class

Six CMF mechanics recently completed a class in transmission repair that was sponsored under the auspices of Rio Hondo College and the RTD.

*"Students' responses were favorable and it is likely that other such classes will be offered..."*

The class was a pilot project offered in collaboration with Rio Hondo and taught by RTD Instructor Ruben Goytia. The 15-week

course focused on the diagnosis, repair, and overhaul of the V-730 transmission.

Each participating student attended class twice a week in the evenings on his own time. The class offered automotive theory as well as practical experience. Upon completion, each student received 3 units credit toward an AA degree.

Equipment Maintenance Director Rich Davis met with the students in April to confer their certificates of completion and to interview them regarding their impressions of the class. Students' responses were favorable, and it is likely that other such classes will be offered in the future.



*Transmission class graduates receive their certificates. From left to right, front row: Instructor Ruben Goytia, Mechanic Frank Estrada, Mechanic Phil Williams, Rich Davis, Milo Victoria, Bill Hernandez, and Ken Miller. Back row, from left to right: Senior Instructor Mike Bottone, Mechanic Louis Supall, Mechanic John Mandl, Mechanic Gary Bowman, and Mechanic Rafael Gonzalez.*

## New Parking Structure Opens



*Pictured cutting the ribbon (left to right) are Bus Facilities Director Philip Meyers, Community Relations Representative Nell Soto, General Manager Alan Pegg, El Monte Mayor Don McMillen, RTD Board Director Charles Storing, Baldwin Park Mayor Leo King, Bus Facilities Construction Engineer Elmo Douglass, Bus Facilities Construction Engineer Warren Fu, and Morley Staff Project Director Theresa Humphries.*

The District held a ribbon-cutting ceremony officially opening a new parking structure at the El Monte Bus Station on April 21.

The parking structure increases parking at the station by 560 spaces, bringing the total to more than 2,100 parking spaces now available for RTD bus patrons commuting by bus from the San Gabriel Valley to downtown Los Angeles. The split-face masonry structure took almost 2 years to complete due to problems with contaminated soil.

The new \$3.4 million parking facility was jointly funded by the RTD, the City of El Monte, the Los Angeles County Transportation

Commission, the County of Los Angeles, and the Urban Mass Transportation Administration.

General Manager Alan Pegg praised the funding package for its uniqueness, calling for more cooperative agreements with local agencies in funding major transportation projects. The project was physically completed under the direction of RTD's Bus Facilities Department who contracted with Morley Construction Company.

RTD Board Director Charles Storing said that he had looked forward to the opening for a long time. "This is a demonstration of real teamwork."

# Kalu Protects Workers at the Worksite

Earlier this year the Air Quality Management District (AQMD) began taking regulatory action so that the inhabitants of this region may breathe the kind of air that does not have a debilitating effect on health. Despite their valiant efforts, the haze hangs about stubbornly. While over time we may grow indifferent to the dangers that breathing brown-colored air poses, which in turn may foster apathy regarding other hazards presented by our particular District worksite, the Risk Management Department has not.

Seven months ago, Ugbu Kalu, 31, an industrial hygienist was hired by Risk Management to identify, evaluate, and control hazardous substances found in the workplace.

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*Using scientific methods, Kalu determines exposure of workers to hazardous materials.*

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Kalu (most recently employed by the Governor's Office of Emergency Services, Hazardous Materials Division; and previous to that, with USC's Environmental and Occupational Health and Safety Depart-



*Kalu prepares his air sampling equipment to detect any traces of any harmful air-borne substances.*

ment) is regularly seen in different locations around the District garbed in his white lab coat setting up his testing equipment, which is designed to detect air-borne substances we may be breathing.

Using scientific methods, Kalu analyzes the results his technical equipment has collected to determine exposure of workers to hazardous materials. "If I find a condition not in compliance with applicable regulations, I make specific recommendations to the particular departments affected," said Kalu. His background includes environmental engineering, which allows him to develop solutions to hazardous situations he may uncover. For instance, the Cash Counting Room has long been distinguished as a worksite noted for its high noise level generated by the number of money

sorting machines. Following an investigation, Kalu made recommendations, designed a program for noise reduction, and sent his design to the Facilities Maintenance Department for implementation.

"I use a computer to design the solution. The computer program includes graphics which enhance the communication of the design to other employees," said Kalu.

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*"I use a computer to design the solution."*

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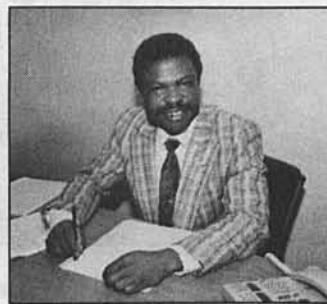
At the CMF, Kalu investigated the worksite of mechanics who weld bus radiators. The welding entails the use of lead soldering which emits toxic fumes. Kalu identified the toxic material involved and quickly went about designing a protective program for employees. "It involved many hours of testing, monitoring, and evaluating the ventilation system. CMF did install a new ventilation system following the results of my study."

The major hazards and environmental areas Kalu has concentrated on since coming to the District have included the Asbestos Management Program at the headquarters building,

the Hearing Conservation Program, and the Comprehensive Hazardous Materials Communication Program.

The asbestos detection project involved many hours of testing air quality each time ceilings were repaired to make sure that asbestos was not released into the air. To ensure the proper scientific method, Kalu first completed a pre-activity sampling to determine a baseline reading that none was detected. While the construction is ongoing, Kalu monitors inside and outside the worksite. "I make sure engineers are doing the job properly and that proper procedures are followed. I physically supervise this program. I make sure that the contractors are using trained people to do it."

Along with the Personnel Department, Kalu is taking an active role in dealing with noise levels at the divisions and training employees to protect themselves from high noise levels.



*Industrial Hygienist Ugbu Kalu busy at work designing programs to safeguard the occupational health of District employees.*



# SCHEDULE CHANGES



"Personnel is incorporating medical testing procedures, an audiometric test in overall physicals, to determine a baseline level among employees working in noisy environments. When hired, employees will have that hearing test and periodically it will be readministered to discover any changes in audio acuity. My goal is to design programs that are safe and reduce our exposure to Workers' Compensation claims."

Kalu is also committing his energy to educating employees in the next fiscal year to any and all hazardous substances used in the workplace. He has planned an extensive study on the handling, storage, and disposal of hazardous wastes.

Recently, he completed an environmental impact analysis of the proposed expansion of the Los Angeles County Jail and

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*Kalu is also committing his energy to educating employees in the next fiscal year to any and all hazardous substances used in the workplace.*

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any ill effects the work may pose to CMF employees. "The county prepared an environmental impact

statement. I reviewed it to see if RTD employees would be affected by the construction. Conversely, if we begin construction, I evaluate the impact on our employees and the environment. This includes soil, air, and water testing."

Through his planned Comprehensive Hazardous Materials Communication Program, Kalu hopes to investigate waste storage, underground tanks, handling procedures, and disposal methods. He is confident that his program will coordinate an effort among all the divisions.

Kalu, not surprisingly, involved himself directly with the Maintenance Department's methanol fuel project. He will be developing a booklet for employees regarding the fuel. Additionally, he is investigating the proposed use of compressed natural gas as an alternative fuel for buses. "Each program has safety concerns to be addressed."

Paramount to any of his strategies to ensure workers a safe work environment is education. "We are very serious about sustaining the wellness of employees' occupational health. There are programs in place now and things will improve as we go along. This is the reason I took the job. I accept the challenge and I am glad to be a part of it."

Kalu, originally from Arochukwu, Nigeria, obtained a bachelor's in Occupational Health and Safety and a master's in Industrial Hygiene from Cal State, Northridge. He and his wife live with their 13-month-old son in Los Angeles.

**Ahadzaden, Akbar V.**, from Mechanic A to Mechanic A Leader.  
**Avila, Jim J.**, from Mechanic B to Mechanic A.  
**Barrientes, Nancy R.**, from Bus Operator Part-time to Bus Operator Trainee Full-time.  
**Berzat, Paul D.**, from Bus Operator Part-time to Bus Operator Trainee Full-time.  
**Caldwell, Michelle**, from Senior Program Control Projects Analyst to Program Control Projects Manager.  
**Cardenas, Francisco T.**, from Bus Operator Part-time to Bus Operator Trainee Full-time.  
**Cavin, Edward M.**, from Bus Operator Trainee Part-time to Bus Operator Part-time.  
**Cendejas, Oscar R.**, from Mechanic B to Mechanic A.  
**Coen, Pat L.**, from Mechanic C to Mechanic B.  
**Cridebring, Alan K.**, from Bus Operator Part-time to Bus Operator Trainee Full-time.  
**DeSentis, John I.**, from Bus Operator Part-time to Bus Operator Trainee Full-time.  
**Do, Hy Q.**, from Mechanic B to Mechanic A.  
**Edwards, Wesley C.**, from Bus Operator Trainee Part-time to Bus Operator Part-time.  
**Gonzalez, Manuel**, from Bus Operator Part-time to Bus Operator Trainee Full-time.  
**Heflin, Irasema M.**, from Bus Operator Trainee Part-

time to Bus Operator Part-time.  
**Herrera, Frank G.**, from Bus Operator Part-time to Bus Operator Trainee Full-time.  
**Jackson, Michelle A.**, from Senior Secretary to Recording Secretary.  
**James, Margaret M.**, from Materials Management Systems Supply Analyst to Inventory Control Supervisor.  
**Johnson, Christina**, from Bus Operator Trainee Full-time to Bus Operator Full-time.  
**Johnson, Lanita M.**, from Bus Operator Trainee Part-time to Bus Operator Part-time.  
**Jones, Johnnie**, from Transit Police Officer Trainee to Transit Police Officer.  
**Kemble, L. M.**, from Bus Operator Trainee Part-time to Bus Operator Part-time.  
**Le, Nho Van**, from Bus Operator Trainee Full-time to Bus Operator Full-time.  
**Lewis, Darryle**, from Transit Police Officer Trainee to Transit Police Officer.  
**Lopez, Eddie**, from Bus Operator Part-time to Bus Operator Trainee Full-time.  
**Malagon, John**, from Bus Operator Part-time to Bus Operator Trainee Full-time.  
**McIntyre, Tina M.**, from Bus Operator Trainee Part-time to Bus Operator Part-time.  
**McWhorter, Beverly J.**,  
*continued on page 10...*

# SHIFTING GEARS



**Gleason, James T.**, began with the District on April 2, 1966, retired as a Bus Operator on April 4, 1989.  
**Jackson, Roger C.**, began with the District on March 22, 1974, retired as a Bus Operator on January 17, 1989.

**Lynum, Jessie M.**, began with the District on February 9, 1960, retired as a Utility A Leader on April 30, 1989.

**Ybarra, Efrain**, began with the District on March 19, 1974, retired as a Mechanic A on March 31, 1989.

## ...Schedule Changes

*...continued from page 9*

from Cash Clerk to Cash Clerk/Assistant Central Cash Counting Supervisor.

**Menashe, Jack**, from Transit Police Officer Trainee to Transit Police Officer.

**Mercado, Margarita**, from Information Clerk to Ticket Clerk,

**Montoya, Joe M.**, from Utility A to Stock Clerk.

**Morris, L. G.**, from Mechanic A to Mechanic A Leader.

**Nakasone, Fumio**, from Mechanic B to Mechanic A.

**Nazarian, John**, from Materiel Supervisor to Senior Materiel Supervisor.

**Orban, Gerard J.**, from Assistant Administrative Analyst to Administrative Analyst.

**Perez, Gerardo**, from Bus Operator Trainee Part-time to Bus Operator Part-time.

**Pollan, Cynthia J.**, from Senior Management & Budget Analyst to Grants Manager.

**Ramirez, Susan**, from Bus Operator Trainee Part-time to Bus Operator Part-time.

**Reilly, Ramon L.**, from Bus

Operator Part-time to Bus Operator Trainee Full-time.

**Rosas, Juan D.**, from Bus Operator Part-time to Bus Operator Trainee Full-time.

**Rounds, Rudy**, from Mechanic B to Mechanic A.

**Royston, Holly D.**, from Bus Operator Trainee Part-time to Bus Operator Part-time.

**Sanders, Arlen M.**, from Rail Communications Supervisor to Facilities Maintenance Engineer.

**Scott, Eve J.**, from Typist Clerk to Clerk.

**Scott, Walter F.**, from Bus Operator Trainee Part-time to Bus Operator Part-time.

**Serrano, Jesus J.**, from Bus Operator Part-time to Bus Operator Trainee Full-time.

**Singh, Sarabjit**, from Bus Operator Part-time to Bus Operator Trainee Full-time.

**Soto, Alfred**, from Mechanic B to Mechanic A.

**Staves, Bobby L.**, from Bus Operator Trainee Full-time to Bus Operator Full-time.

**Thulin, Deborah L.**, from Bus Operator Trainee Full-time to Bus Operator Full-time.

**Torres, David M.**, from

# C PUBLIC COMMENDATIONS



## Thanks for a Job Well Done!— From the Folks We Serve

### Division 3203

Benn, John  
Miles, Delois  
Lee, Tat Y

### Division 3205

Stewart, Cardell  
Zamorano, Miguel A.

### Division 3206

Scott, Paul J.  
Suarez, German C.  
Wilson, San M.

### Division 3207

Bluford, Lloyd  
Evans, Albert  
Robles, Johnny C.

### Division 3208

Andrews, Raymond  
Le Vine, Lawrence R.  
McKenna, Joseph M.  
Yurko, Charles A.

### Division 3209

Burke, Michael D.  
Jones, John L.

Lewis, Lowell B.

### Division 3210

Gonzalez, Joe M.

### Division 3212

Cordero, Francisco  
Scott, Albert E.

### Division 3215

Hopkins, Kem B.  
Van Eyck, Manuel  
Williams, Lester E.

### Division 3216

Weihert, Thomas A.

### Division 3218

Stubblefield, Andrew

### Dept. 3296

Smith, Frank E.

### Dept. 4800

Pinkett, Charles

RTD General Offices

425 S. Main St.

Los Angeles, CA 90013

Gentleman:

I rode bus 487 from March 6 through March 16 to serve on jury duty in Los Angeles. I took the bus each morning, at different times, from Longden and San Gabriel Blvd. to Temple and Spring. In the evenings, also at different times, I took the bus home.

I want you to know that I enjoyed riding the bus. I found that you have good drivers who were always helpful and courteous.

Sincerely,  
Ruth Waterhouse

Bus Operator Trainee Part-time to Bus Operator Part-time.

**Tyiska, Marlena D.**, from Bus Operator Trainee Full-time to Bus Operator Full-time.

**Vargas, Jesus P.**, from Bus Operator Trainee Part-time to Bus Operator Part-time.

**Williams, Booker T.**, from Electronic Communications

Technician to Systems Electronic Communications Technician.

**Woodbury, Dana A.**, from Supervising Planner to Planning Manager.

**Woodard, Gloria J.**, from Secretary to Senior Secretary.

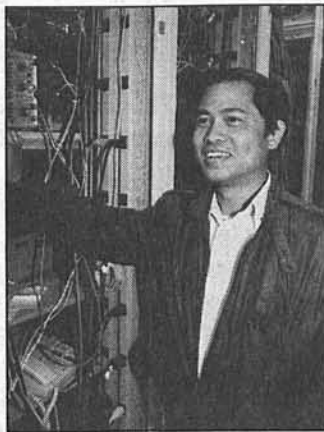
**Yee, Durwood A.**, from Staff Assistant to Administrative Analyst.

# COMMENDATIONS



RTD Retirees were recognized at the April 13, 1989 Board of Directors' Meeting and were presented with plaques by RTD Director Jan Hall. Director of Equipment Maintenance Rich Davis in the front row, far left, is ready to present the gold watches. Next to him, from left to right: Mechanic A Eldon F. Kelley and his wife, Division 3 Utility A Leader Jessie M. Lynum and his wife, and Schedule Checker Robert Stonefield. Back row, from left to right: Director Hall, General Manager Alan Pegg, Director of Transportation Leilia Bailey, and Board President Gordana Swanson.

System Electronic Communication Technician Pete Salviejo was chosen the Facilities Maintenance Employee of the Month for March 1989. He is commended for the high caliber of work performed and the dedication that accompanies it. His professional demeanor shown during the reoccupation of the headquarters building impressed nearly all who came in contact with him. His leadership skills have also been a great contribution toward improving morale. Mr. Salviejo has worked for the District for four years, in that time he has made a positive contribution to the success of his department.



Certificates of Merit were presented to the March 1989 Employees of the Month at the April 27 Board of Directors' Meeting by RTD Director Jay Price. Front row, from left to right: RTD Board President Gordana Swanson, Division 8 Operator Marcial Nieto, Information Operator Susan Carter, and Division 3 Mechanic A Jose Salamanca. Division 8 Transportation Manager Bill Griffin stands to the far right. Back row, from left to right: Director Jay Price, General Manager Alan Pegg, Division 3 Maintenance Manager Theral Golden, and Director of Customer Relations Robert Williams.



Benefit Technician Ann Craver was chosen the Personnel Department's Employee of the Quarter for Winter 1989. After a great deal of arm twisting, Ann reluctantly agreed to serve as the Personnel Department Office Manager following the promotion of the incumbent. In addition to completing all regular duties as office manager, she still worked many hours (into the night and on weekends on occasion) completing the duties of her regular position as benefit technician. Importantly, this was the busiest "benefits season" ever due to open enrollment, dropping two medical plans, and adding one. During this period, Ann also received an award for perfect attendance for calendar year 1988, which was her third annual award in a row. Ann has never missed a day of work due to illness since she was hired by the District. And, most employees that meet her to inquire about their benefits will agree she is one of the most helpful and caring people in Personnel; and her Ms. Colgate smile doesn't hurt a bit.

continued on page 12...

## ...Commendations

...continued from page 11



Bank of America is one of the newest members of the RTD's Corporate Pass Program. Shown here after having received their certificate of membership is Executive Vice President James P. Miscoll, next to him, from left to right are: Ms. Terri Bellamy and Ms. Irma Rivera of Bank of America, and RTD Marketing and Communications Representative Ed Langer.



Transportation Division 7 conducted the highest yielding fund-raising drive for United Way in 1988. In April the coordinators were rewarded for their efforts with weekend trips to Catalina. Assistant to the General Manager David Dominguez presented plaques to the operators and a trophy to Division Manager Ron Reedy. From left to right: David Dominguez, Tanya Johnson, Yandell Lister, Kenny Farris, and Ron Reedy.

Senior Planner Russ Wilson recently received his service pin for 30 years of dedicated performance to the District. Wilson began February 16, 1959, as an operator out of old Division 10 in Glendale. At that time the District was known as the Metropolitan Transit Authority. Wilson broke in at \$1 an hour, the top wages were \$2.26. Wilson said he has enjoyed spending one-third of his life in transportation. "I've seen the company grow through the seventies. It is disappointing now to have to cut back on service after the tremendous boom," he said. Wilson said the biggest highlight in his tenure at the District was his contribution to coordination of transportation during the 1984 Olympics. He has felt fortunate in being able to work in many different areas, including dispatching, scheduling, and planning. "It's been enjoyable. I got to work with a lot of people and I got to make a lot of nice friends."

## IN MEMORIAM

**Brayer, Jeanette**, began with the District on December 29, 1975 as a Ticket Office/Reports Clerk, passed away on October 16, 1988.

**Hobson, Forrest E.**, began with the District on September 1, 1955 as a Bus Operator, passed away on April 5, 1989.

**Morris, Sanford L.**, began with the District on September 15, 1975, as a Bus Operator, passed away on March 15, 1989.

**Small, Oliver**, began with the District on January 25, 1967 as an Equipment Maintenance Supervisor, passed away on March 15, 1989.

**Ramirez, Luis A.**, began with the District on August 6, 1979 as a Bus Operator, passed away on March 22, 1989.

**Thompson, Frank E.**, began with the District on September 5, 1952 as a Bus Operator, passed away on January 28, 1989.

**Davis, Brett**, grandson of SCRTD employee Laverne Davis, passed away March 28, 1989 in Valley Children's Hospital, Fresno at the age of six.



## Credit Union Notes

### Did You Know?

In a survey done by Consumers Union and reported in *Consumer Report Magazine* on 120 Credit Unions, Banks and Savings and Loans, the Credit Unions came out on top.

The survey looked at and rated the checking, savings, and loan services offered by financial institutions in 10 Metropolitan cities. The results of the survey cast a favorable light on credit unions which ranked high in offering low-

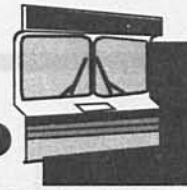
*The survey cast a  
favorable light on  
credit unions.*

cost checking and low-cost auto loan rates. *Consumer Report* also noted that the National Credit Union Share Insurance Fund is the only federal deposit insurer not in danger of operating in the red.

Even though we have grown larger and our products and service offerings have increased, we are still a not-for-profit organization relying heavily on volunteers, as we promote our self-help philosophy.

Once upon a time, credit unions did not have to worry with image building. But once upon a time, the financial services industry was not deregulated and the competition for members/

# TOP OPERATORS



### For March

The awards for the Operator Recognition Program for the month of March were announced in early April.

The Manager's Award is presented to recognize and reward the bus operators who consistently perform in an outstanding manner. While there are many operators who deserve this honor, budgetary constraints force managers into the tough job of having to choose just one. The theme of the program is "In Pursuit of Excellence." Those operators excelling in their pursuit are listed below.

#### Manager's Award

- 3201 Frank Minor, Jr.
- 3203 Joann Johnson
- 3205 Alonzo Kelley
- 3206 Ira G. Camp
- 3207 Patricia Dixon
- 3208 Ronald Thibault
- 3209 Billie Charles Underhill
- 3210 Jess Rio Miyagishima
- 3212 Carl F. Corde
- 3215 Clayton O. Penn
- 3216 John M. Madril
- 3218 Margaret Anne McHenry

### For April

The awards for the Operator Recognition Program for the month of April 1989 were announced in late April. The presentations included the Manager's Award given to full-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:

#### Manager's Award

- 3201 Carlos G. Banuelos
- 3203 Thomas J. Byrd
- 3205 Willie J. Holcombe
- 3206 Reginald D. Ables
- 3207 Carter M. Norwood
- 3208 Lisa D. Vigil
- 3209 Charles L. Wilkerson
- 3210 Eugene L. Keyes
- 3212 Emiliano V. Chavez
- 3215 Barry H. Benjamin
- 3216 Michael C. Mathieu
- 3218 Andrew L. Stubblefield

customers was not so intense. Today, it is vital that credit unions communicate effectively with both members and non-members. Members must be made — and kept — knowledgeable about not only the credit

union's products but how the credit union compares overall with its competitors. The public at large needs to know that credit unions are strong, safe and major providers of financial services.

# CHER SPEAKS OUT ON RTD'S ACCESSIBLE SERVICE

*Editor's Note: Superstar Cher called Michael Jackson to discuss RTD's accessible service on his morning radio program on KABC Talk Radio April 10. Excerpts from that interview appear below.*

**Michael Jackson:** Good morning, Cher.

**Cher:** Good morning. I called because I'm really pissed off. You know what... this is...it's not exactly like me, but I've...God had kind of put me in touch with this particular human being.

About three weeks ago I was coming home from the studio. It was that Saturday night that it was really raining. My sister and my best friend, Paulette, were in the car.

We were driving down Santa Monica and we drove past a man in a wheelchair and he was just sitting out in the rain. And we kept going past him and finally about two or three blocks later we all kind of looked at each other. I said, Look, I don't know what we can do, and my sis said, neither do I, but let's go back.

It turns out that this guy had been waiting two hours in the rain. We were going to send a cab for him, but his wheelchair was the kind that doesn't fold up. We started talking to him and he was really this fabulous kind of guy.

His name is Steve Barry, and he was on his way to meet his girlfriend. He was sitting in the rain because the equipment on our bus system is so inadequate that no one could pick him up. I waited there with him for about an hour or more. A bus came, actually two. One bus tried to pick him up, but once they got him up, they had nothing, their equipment was broken.

And he said, Cher, I have to kind of be careful because I've been dropped on my head twice lately.

And I said, what do you mean? And he said, the buses. Either the bus drivers themselves are not willing to take me or they don't know how to use the equipment or the equipment is broken down.

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*I want to know from  
the RTD and the  
Santa Monica Bus  
system what  
is going on.*

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We finally got him on a bus. I don't believe the driver would have even bothered to pick him up except a fabulous guy from the police department who was waiting there with us,

got the driver to put him on.

A week later when I was walking in Westwood with my boyfriend, I see Steve. He was covered in blood, he had a bandage around his head and his mouth. He had been in the emergency hospital while they sewed him up because a bus driver had just dropped him on his head.

Look, because of the Reagan Administration we're not supposed to care about people, and everything has gone down hill when it comes to our feelings about human beings, but I just, I'm coming to understand more about how little we care about the people who are less fortunate and the people we are supposed to help in our life.

I want to know from the RTD and the Santa Monica



Bus system what is going on. And, why are they so indifferent, so inept....and what's going on?

**Jackson:** Ok. Let's pause and then come back to speak to the RTD Project Manager for Accessible Service Teresa Moren who is on the line.

**Jackson:** Good morning to you Ms. Moren. I've just heard this painful story from Cher and I suppose what I'm hearing is a lack of sympathy for those who are handicapped even though we have accessible equipment.

**Cher:** I witnessed two buses coming by, not working, and he was sitting there for two more, and plus the one that dropped him on his head the other day. I wonder if possibly someone has to die in order for them to decide it's most important their people are taught and their equipment is in good working order.

**Moren:** That's what we're struggling to make sure does happen in Los Angeles. Not every bus we have is accessible. But what we do have is a hot line number. It's an 800 number, and when a person is faced with this situation we have immediate contact with our dispatchers to make sure that we can take care of that person.

**Cher:** What if it's a man in a wheelchair that can't use a public telephone? (Steve has only minor use of his hands.)

**Moren:** This is where we need the public to help us, to call us. The driver should also call into the Dispatch Center and report that his

lift has failed and there is a man waiting. At that point, the next bus coming will be relayed this information. Now, if that breaks down and that operator doesn't phone that in, that is where the system breaks down. But if the passenger can at least relay to somebody else and if a public phone is nearby, they can contact us. We can go out there and make sure they are taken care of.

**Cher:** But what if you send your equipment out broken?

**Moren:** That should not be happening. Each operator is required to test it before he or she pulls out for their run. If it fails out on the road, then we need to know that and find out why that piece failed.

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*"...when a person is faced with this situation we have immediate contact with our dispatchers to make sure that we can take care of that person."*

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**Cher:** What about the bus driver, his attitude was so... He might have had a bad day; but still, my friend was sitting in the rain for two hours. What about his attitude? He didn't want to even take him. He didn't even want to see if he could get him on the lift.

**Moren.** There are four numbers on the side of a bus

or in the front of the bus. Those four numbers identify who that bus driver is. We can go back and find out who's driving and bring them in and individually counsel that person. We are trying sensitivity programs now to overcome some of these ignorant ideas that not just drivers but the public have about disabled people.

(Jackson opens the line to comments from the public. The calls pour in.)

**Jackson:** Cher, what's your feeling about the reaction you've caused here?

**Cher:** I want to say one thing before we go on. Teresa sounds like a really nice woman, and so my anger is not towards her, but unfortunately what she represents. And, it's not toward bus drivers, because I'm sure for every bus driver who doesn't care there are three or four who care deeply.

But it's these people, Steve is someone's child. He's a person, he's not a statistic, he's a human being. If you keep treating them like "they," you keep putting them as people without, as nameless, faceless people.

This is the only way he can get around in life, it's not like he's got several choices like you or I.

If our society was more into taking responsibility, if we looked at one another like brothers and sisters, which we truly are—and I don't want to get like, karma, on you guys, but it's our responsibility. If I have more it is my responsibility to do more. I'm sure the

RTD is not hurting. It's your responsibility to make it work.

**Jackson:** I believe our next caller is a bus driver.

Edward, you're on with Cher and Teresa Moren.

**Edward:** I've been a driver for three years. I am very impressed with the priority

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*"We are trying sensitivity programs now to overcome some of these ignorant ideas that not just drivers but the public have about disabled people."*

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that RTD gives to handicapped passengers. It was impressed on us in training to take care of these passengers. The first thing we do when we pull out a bus is check the lift. If that lift does not work, we pull it in. Nine times out of ten, there'll be a supervisor nearby to check and see that you are checking the lift.

One of the problems we have that wasn't mentioned is the hydraulics involved in these lifts. Sometimes you work the lift and it'll work fine but you'll go out there, and this has happened to me twice in three years—I have failed to pick up the passenger because the lift

*continued on page 17...*



One thing that Arthur Winston probably didn't have to deal with when he hired on in 1925 and again in 1934 was cleaning graffiti off of streetcars. Here he joins Service Attendant Helen Felder in the grimy task.

## DIVISION 5's ARTHUR WINSTON IS MR. SENIORITY

Division 5 Service Attendant Leadman Arthur Winston, 83, has worked for the District longer than the entire life span of some people. When he hired on the second time around, the RTD's predecessor, the Los Angeles Pacific Electric Railway Company, operated streetcars and 41 cents an hour was considered good wages at the height of the Great Depression.

But, Winston first started with the Los Angeles Pacific Electric Railway Company in 1925 at South Park Shops. He worked for 6-1/2 years, then quit. Two years later, he rehired on in 1934 and has continued till this day. All together, he has worked over 61 years in transportation maintenance.

Officially, he is on the books with a total of 55 years due to his two-year hiatus. Whichever figure you decide to go by, the fact remains undisputed that Winston has been here for a long, long time. At press time we had no information to the contrary that any other employee has as many years in as Winston.

In his time he has seen many technological changes occur and felt the impact in his own work. "I remember when I used to clean streetcars. In the old days you had to use scaffolds to clean them. Buses are easier. We have better equipment like bus washes," he said.

In 1953, Winston was promoted to leadman, a

position he holds to this day. One of his guiding work principles in all the years he has worked has been to give an honest day's work for 8 hours of pay. In his entire career, Winston has never been late to work.

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*He credits his  
longevity to  
certain behaviors  
and attitudes.*

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He credits his longevity to certain behaviors and attitudes. "I never feel tired, but then I don't drink,

smoke, or keep late hours. Work has never bothered me. I take it as a pleasure."

During World War II because of the manpower shortage, Winston had to work two shifts a day. "I never missed a day of work. My record is perfect for accidents."

He admits that he never thinks about his age. "That's an advantage I have. I think you are as old as you think you are. I expect I'll probably live to be 105."

Over the years Winston has learned how to handle people and accept them for who they are. "When I don't fight the system and try to get my way all the time, things usually turn out

*continued on page 17...*



## ...Arthur Winston

...continued from page 16



Arthur Winston was given special recognition at the April 27 Board of Directors' Meeting along with a standing ovation for 55 years of dedicated service to the District. Front row, from left to right: Board President Gordana Swanson, Arthur Winston, Assistant Director of Equipment Maintenance Tony Chavira, and Director of Transportation Leilia Bailey. Back row, from left to right: General Manager Alan Pegg and Division 5 Maintenance Manager Luchus Smith.

pretty good and the job gets done."

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*"I've been  
lucky, life's  
never seemed  
hard to me...."*

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When Winston looks back over his career, he describes it as full and rich. He claims he has always been happy in his work and at home. "I've been lucky, life's never seemed hard to me. I never thought the world owed me much." In

addition to celebrating an astounding work anniversary date, Winston also celebrated 65 years of marriage to his wife, Frances, in May. "Sure, my wife and I have had our tough spots, but we stayed with it. She's the kind of person who worked with me and rolled with the punches of life. I stick by her and she sticks by me." They have one daughter, two grandchildren and one great grandchild.

Will Winston ever retire? Has he ever considered it? "Sure, I've thought about it, but I probably won't." He likes it here. "All my supervisors have treated me nice. I've always kept myself straight with them. I have no regrets."

## ...Cher

...continued from page 15

did not work.

Now as far as the drivers are concerned, 99.9 of them will bend over backwards. And bear in mind that when you stop to pick up a passenger, the schedule for us and for the rest of the riding public will be ruined on that line, ok? But that's not a matter for us, because they're a passenger like any other. And, just like an older person, they deserve more time to get on the bus.

I would say it takes about five minutes to get a disabled passenger on the bus. On some lines, being out five minutes, if it's a heavy line, can count. Because you start picking up passengers of the bus that was behind you. And, then five minutes become six, become seven, and it goes on.

I'd say 99 percent of the drivers are very proud to do the work that we're doing and we show great care in what we're doing. As far as the one percent, it's like we know in any profession, even in famous star's boyfriends, there are people who have brushes with other people and get taken to court, and whatever.

**Jackson:** Did you hear that little knock, Cher?

**Cher:** Yes, I managed to grasp it. It's interesting that you make up your own percentages. Because if I was gonna make up a percentage on my behalf, I'd make it 99.1, too. But I also stood there and watched him, it took him less than two minutes from picking up this man on the street to putting him in the bus. It

didn't go two to ten minutes, it was just two minutes.

**Moren:** Cher's right. On an average it takes between two and three minutes. So those people who do it regularly don't have any problem in getting it done quickly. It's the people that do it occasionally that may have more problems. Or,

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*"I'd say  
99 percent of  
the drivers  
are very proud  
to do the work  
that we're doing  
and we show  
great care in  
what we're  
doing."*

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maybe parking problems and that can take longer.

**Jackson:** We've come to the end of our hour. To both of you—Cher, thank you for bringing up the issue and may your long friendship with Steve become even longer. And, Teresa Moren, thank you for being so responsive to our calls.

**Moren:** Thank you, Cher, for bringing it to our attention.

**Cher:** Thanks for allowing me a forum.

*Postscript: After Teresa Moren conducted a thorough investigation of the matter, she discovered that the offending bus in question was from Santa Monica Bus Lines, not the RTD.*



# TO YOUR HEALTH

## Returning to Work with AIDS

In the early 1980s being diagnosed with AIDS was tantamount to a death sentence. In 1987, Otis Bowen, then Secretary of Health and Human Services said AIDS would make black death—the bubonic plague that decimated a third of Europe in the Middle Ages—“pale by comparison.”

Nine years into the epidemic, it is becoming clearer that much of the panic was not justified. Unlike the plague or the common cold, AIDS is not easily spread. The virus is spread only through blood and sexual intercourse. No one has been found to get the virus from saliva, tears, a handshake, or toilet seats. As a result of education about AIDS and changes in sex habits, the rate of new infections has sharply dropped in the gay communities.

There is still no known cure for AIDS, and untreated it remains fatal. There have been significant improvements in treatment and medications that allow those infected to live longer, even happier, and more productive lives.

Being diagnosed does not mean you can never work again, says an RTD employee we will call Tim to protect his privacy. Tim

was diagnosed with AIDS one year ago. “Returning to work from AIDS is a gift,” says Tim. “I began to look at AIDS through my life instead of the other way around.”

Tim’s recovery from pneumocystis pneumonia and Kaposi’s sarcoma, an opportunistic disease occurring when immunity is low and a common manifestation of AIDS, is something he uses the word “miraculous” to describe. When he was first diagnosed he told his physicians that he wanted to see his family. “I need them. I needed to clear the air then because I knew I’d need to concentrate on living. We cried for about 30 minutes after I told them. It was the only time I felt sorry for myself. From that time on I concentrated on

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*“I began to look at AIDS through my life instead of the other way around.”*

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recovery.” His family’s support, which included his son, encouraged him. The people who smiled at him helped him to live.

He dealt with the illness one day at a time. When he thought he was getting better he was

getting worse. After he left the hospital the first time, five days later he was back in again with a persistent fever of 105. “No one knew what it was. I had kidney problems and abnormal liver function. There was evidence of Kaposi’s sarcoma and I lost weight dramatically. During the two weeks the doctors had no idea what I had. They guessed and treated me for AMI, a cousin of the TB bacteria that settles in a major organ.” The AMI, like pneumocystis pneumonia, was yet another opportunistic disease he is vulnerable to because of AIDS.

After being poked, prodded, and subjected to exploratory abdominal surgery with no relief for two weeks, one morning Tim sat up in his hospital bed and was able to drag himself to the bathroom. Supporting himself on the fixtures he was able to take his first shower in two weeks. Shortly thereafter, Tim went home.

Some people shunned him. They could not adjust to his illness. “They wanted the old me, the energetic me, the life of the party. People don’t want to look at their own mortality.”

After he left the hospital, he joined a support group sponsored by his doctor. He went once a week for three months. “I stopped going because I couldn’t sit discussing my fears, which

by that time were under control. I couldn’t let AIDS run my life.” The support of the group did give him the courage he needed to go back to work. He desperately wanted to return to a normal life style. He wanted to be seen as the whole person he is—a father, a brother, a friend.

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*“They wanted the old me, the energetic me... people don’t want to look at their own mortality.”*

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Five months after his hospitalization, he was ready to return to work. His doctor was impressed with his recovery and dubbed him the “Iron Man.”

“I worried about how people would react to me. I figured Personnel would know, but I decided to brave it. I was selective who I told, I didn’t want to be rejected. Because we spend so much time at work in any given day, it needs to be as stress-free as possible.” Contrary to what he expected: negative remarks, the whispering, rejection; none of it happened.

“Since I returned to work I’ve had two promotions, bought a new car. I’ve learned to treasure my life. It’s been very motivating to me as well as my supervisors.”

Tim recalls vividly the day he returned to work. “When I came in the first

*continued on page 19...*

## ...To Your Health

...continued from page 18

time, people stared at me. I was so gaunt and ghostly—I looked like Audrey Hepburn. My clothes hung on me. Although many stared, there were those who were positive. That helped me get well."

When people were able to regard him as a co-worker, a friend, a father, an uncle, all the parts that comprise the whole, Tim knew that he had succeeded in straining AIDS through his life.

Today, Tim is appealingly healthy looking. When we spoke at lunch he took out a prescription bottle and downed a timely dose of AZT. He takes it four times a day along with five different drugs. "I have to take AZT until they find a cure for AIDS."

Tim remembered that before he was diagnosed

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*"To earn a living  
and not to have to  
wait for a check  
to come in the  
mail nourishes  
your dignity."*

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with AIDS, he had read Randy Shilts' *And the Band Play On*. The book by the San Francisco reporter chronicled the spread of the disease in the United States and the government's and other appropriate agencies' response to the epidemic. It got him angry. "I got angry at the gay community, the Reagan administration, the

Red Cross, and the Deukmejian administration. Had there been appropriate education efforts started soon after the first outbreaks and the funding needed, many people would not be dead from this disease today."

He sees education as one of the most effective weapons in fighting the disease. Employers, he feels, should regard the person who returns to work as victorious. "Co-workers need to regard us as the people we are and not as victims. Coming back to work is so therapeutic. To earn a living and not to have to wait for a check to come in the mail nourishes your dignity."

Tim cautions employees to look at the person and not the illness. "AIDS doesn't make me that special. More women die from breast cancer each year than do men and women from AIDS."

Today, Tim takes the time to smell the roses and hold the world, his family, and his friends a little closer to him. "Many of us aren't dying anymore. I'm living proof: I've lived 12 months with this disease, so now the odds are in my favor."

When he looks back over his life he avoids the temptation to second-guess himself. "I think I've done well in my personal life—I don't agonize over small stuff like I used to."

For the last six years Tim has walked in the AIDS March to raise funds for research. This year he marched with a sign that stated simply: "I am not just an AIDS victim—I am a son, a father, a brother, and a friend."

## She's on Her Way Up

Customer Relations Department Data Technician Dee Hawkins found out in February that not only does the District afford her a nice living and challenging work but it has opened the door to a college education for her.

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*"But, not to  
have done it  
would have  
been like  
giving up  
on myself."*

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On February 4, Hawkins graduated from Los Angeles Southwest College through the Project Adult College Education (PACE) program with an AA degree in liberal arts. Hawkins attended five semesters with summers off. The accelerated course work offered 12 units per semester.

The program required her to attend class one night a week for four hours and every other Saturday for 10 hours. "I got a lot of support from District managers; and, of course, the tuition reimbursement is great! I think if it had not been for Gayel Pitchford (Director of Personnel) bringing the program into the District, I would not have done it. I'm a single mother and it can get tough juggling all the responsibility," said Hawkins.



*Dee Hawkins proudly shows her diploma from Los Angeles Southwest College.*

It took her a total of two years. She admits to those moments of deprivation and feeling left out when it seemed like everyone else was doing something fun while she was going to school. "But, not to have done it would have been like giving up on myself."

For Hawkins, the moment of truth occurred when she was handed her diploma, it was then that she knew she had done it. "I felt different. I felt like a success. I may not make more money, but I made more of me."

She wants to thank all those at the RTD who supported her efforts. "I especially want to thank Scott Mugford. He never let me give up, he kept me going."

She plans to transfer to Cal State Dominguez Hills in order to complete her credits toward a bachelor's degree.

## A Scholar, Pro Bowler

This year Polly Hale, daughter of Division 7 Instructor John Hale, signed a contract with the Ladies Professional Bowling Association (LPBA).

Starting at age 9, she's been bowling for 12 years. She bowled the junior program for 10 years and carried an average of 180. While a student at Cal State-Fullerton, she became a member of the collegiate team and traveled to St. Louis, Boise, San Francisco, and Las Vegas. She maintains a 195 average, was team captain, and is ranked among the top ten among American college players.

Polly will graduate this December with a degree in finance along with a 3.65 grade point average.

## Volunteers Needed

Riverside County and San Bernardino County—Do you want to have a positive impact on the future of low income youth? Joint Action in Community Service is seeking volunteers in both Riverside County and San Bernardino County to serve as advisors to youth who have left Job Corps, a national job training program. If you care about the future of young people and are willing to spend a few hours a month assisting a youth make a successful adjustment to the community, please call Dari A. Brittenum for more information at Joint Action in Community Service, Inc., (714) 653-1618.

# OUR EMPLOYEES ARE DRIVEN



*"We've been subsidizing 50% of the RTD monthly bus pass cost for almost 700 employees for over 7 years and it's really paying off. It's one more way to encourage top people to commute downtown, and it also helps us meet city and A Q M D guidelines."*

*—David B. Noumann, First Vice President, Security Pacific National Bank*

*"Ridesharing is a progressive trend that benefits all of us. By helping employees take the bus, MOCA contributes to cleaner air, lighter traffic, and a better quality of life for everyone in Los Angeles."*

*—Sylvia Hohri, Marketing and Graphics Manager, The Museum of Contemporary Art*

*"If you look at all the highrise construction downtown, you quickly realize that there is simply no parking or freeway space for all these people. We strongly support efforts to improve the traffic situation in Los Angeles by helping our employees commute by bus."*

*—Donald A. Murray, Vice President, ARCO*

For more information about how your company can participate in one of the best employee incentives in Los Angeles, call (213) 972-4680.

## RTD CORPORATE PASS PROGRAM



## Trigg Enters Finals of Mainstream Milestones

Personnel Department Records Clerk Barbara Trigg, 49, is a familiar personality among staff at the headquarters building as she cheerfully goes wheeling around the corners of the corridors in her wheelchair. She has also appeared on many RTD accessible posters and brochures over the years.

Recently, Barbara was recognized as a finalist in the Mainstream Milestones recognition ceremony sponsored by the Los Angeles Junior Chamber of Commerce. The nominees are all disabled persons who function as very much a part of mainstream society, and in turn, by their example and efforts, have assisted other disabled persons to enter the mainstream.

The Junior Chamber of Commerce received over 5,000 nominations for the five awards given. This field was narrowed to 15 finalists; Barbara was one of the finalists and received honorable mention at the awards banquet held at the Dorothy Chandler Pavilion. The keynote speaker was Jim Byrne who plays a lifeguard on "Wiseguy." Byrne is a double amputee, having lost both legs in an automobile accident in 1972. He walks using artificial limbs and a cane. Ted Shackelford, who plays Gary Ewing on "Knots Landing," served as master of ceremonies.

Director of Personnel



*Mainstream Miler Barbara Trigg at work in the Personnel Department Records Section.*

Gayel Pitchford nominated Barbara for the award because she was impressed not only with her work performance but also with her service to the community. At the RTD, Barbara is best known for her never-ending cheerful attitude and the many kindnesses she shows her fellow workers.

She was nominated and accepted into the OMD Honor Society at Pasadena City College. The OMD Honor Society honors those individuals who have rendered volunteer service to the school over and above the call of duty. As a student she gave many hours to the Special Services Office as the office receptionist.

She has given innumerable hours as a member of the Philanthropic Education Organization, a group dedicated to furthering the educational goals of women by providing scholarships to needy women worldwide. She has served as an officer several times and has been

## Rose Graduates from Reinvest Program

Rog F. Rose, EEO Representative for 13 years, graduated from the Coro Foundation's Reinvest Program in Public Affairs Leadership on March 30 at the Beverly Garland Hotel in North Hollywood.

The Reinvest Program was the fourth of its kind in Los Angeles. Its focus is developing the capabilities of older adults for effective participation in public affairs through an experiential model of education. The members of the recently concluded program were 12 adults, nine of whom had retired, representing varied ethnic, religious, and occupational backgrounds. They were selected from a larger group of applicants for the intensive ten-week experience.

The Coro Foundation was started in the 1940's in San Francisco by an attorney and an investment manager who were seeking ways to improve the quality of persons holding positions of public responsibility. The purpose remains today. Coro's underlying assumption is that a healthy governing system requires capable people in all sectors who understand the underlying dynamics and full range of organizations that interact in the public area. Reinvest is one of a number of programs offered by Coro tailored to the needs of the community. All follow an intensive and experiential format. The ongoing nine-month Fellows Program is the centerpiece of Coro's work.

very active with fundraising activities.

At the District, she's been the No. 1 tester and critic of the wheelchair lifts and provided valuable suggestions regarding their use.

Known to her friends as "someone who doesn't blow her own horn," Barbara modestly said, "I still can't believe I was one of the final 15 after hearing about the accomplishments of the last 5," she said.

Barbara's disability is a result of a hereditary

disease called osteopetrosis. It is rare, she is only one of 250 in the world who have it. Some consider it a distant cousin to multiple sclerosis. In Barbara's case an upper motor neuron lesion in her brain causes her paralysis below the waist

She came to work for the District during the Olympics as a temporary worker, but did so well she was hired. She resides in El Monte with her daughter Susie who attends Cal Poly Pomona.

# Bill Bennett Bids Us Aloha

Operations, Control and Services (OCS) Superintendent Bill Bennett retired after 30 years of District service on April 14.

Bennett's friends and co-workers in the Transportation Department and others felt an appropriate send-off would consist of a Hawaiian Luau since he plans to move to the islands as a retiree. Bennett purchased a home on the windward side of Oahu in Maunawili.

In a Hawaiian shirt and

sporting a lei, Bennett said good-bye to all the District friends he's gathered over three decades.

He began with the District in 1959 as a clerk typist in the Special Agents Department, a precursor to the Transit Police. After 10 years he transferred to the Schedule Department where he functioned as a Schedule Clerk then as a Schedule Maker. From there he promoted to Operations Analyst and became involved in such projects as



*Rail Operations Superintendent Paul O'Brien says good-bye to Bill Bennett (third from right) as Robert Torres and Michael Brewer wait their turn.*

## BIRTHS

Division 15 Operator **Patrick Byrne** and his wife, **Denise**, are the proud parents of **Megan Christine**, born December 2, 1988 and weighing in at 8 lbs., 14 oz. Megan was welcomed by brother Ryan, age 6, and sister Kathryn, age 4. Pat has been with RTD since 1976.

Born to Division 3 Operator **John Ray** and his wife, **Deborah**, a daughter, **Patrice Ashly**, on March 8, 1989 in Fontana. Patrice weighed in at 7 lbs., 6 oz. and is the couple's first child.

Born to Acting Director of Employee Relations **Brenda Diederichs** and her hus-

band, **George Lusby**, a daughter, **Lauren Anne**, on April 27, 1989 at 12:49 p.m. in Upland. Lauren was 5 lbs., 12 oz. and 18-1/2 inches long at birth. The proud mother commented, "She's absolutely gorgeous, and a good baby. We haven't given her any IQ tests yet, but we are sure she's the smartest baby born that day."



*Brenda Diederichs at her baby shower at District headquarters.*

the LAX Express and the Santa Monica Diamond Lane.

In 1968 he went to the Transportation Department and worked with traffic loaders and service directors. In 1978 he was

taken over. It was the first step toward a regional carrier and then came the RTD in 1964," said Bennett. Through all his years he saw the District improving and refining its service. "Then we received this criticism. We've corrected that, but there are still politicians out there trying to dismember us." On that note Bennett encourages every employee to do the best job he or she can and then try to do it better.

While he will miss his "RTD family," he frankly admits he won't miss all the problems, disappointments, frustrations, and heart-breaks.

"I've always worked very closely with my people and they are terrific so it's hard to say good-bye. A lot of special people—and they know who they are—to them, Aloha, which means Hello, Good-bye; and Love. Mahalo means Thank You. To all I say Aloha and Mahalo."

*"To all*

*I say*

*Aloha and*

*Mahalo."*

elevated to Supervisor of Passenger Services. Other milestones included a promotion to Vehicle Operations Manager in 1986, Acting OCS Superintendent in 1987, and Superintendent in 1988.

For Bennett, the 30 years have been a dynamic experience. "When I first started the MTA had just



# RTD PITCHES IN AT ORANGE EMPIRE RAIL FEST

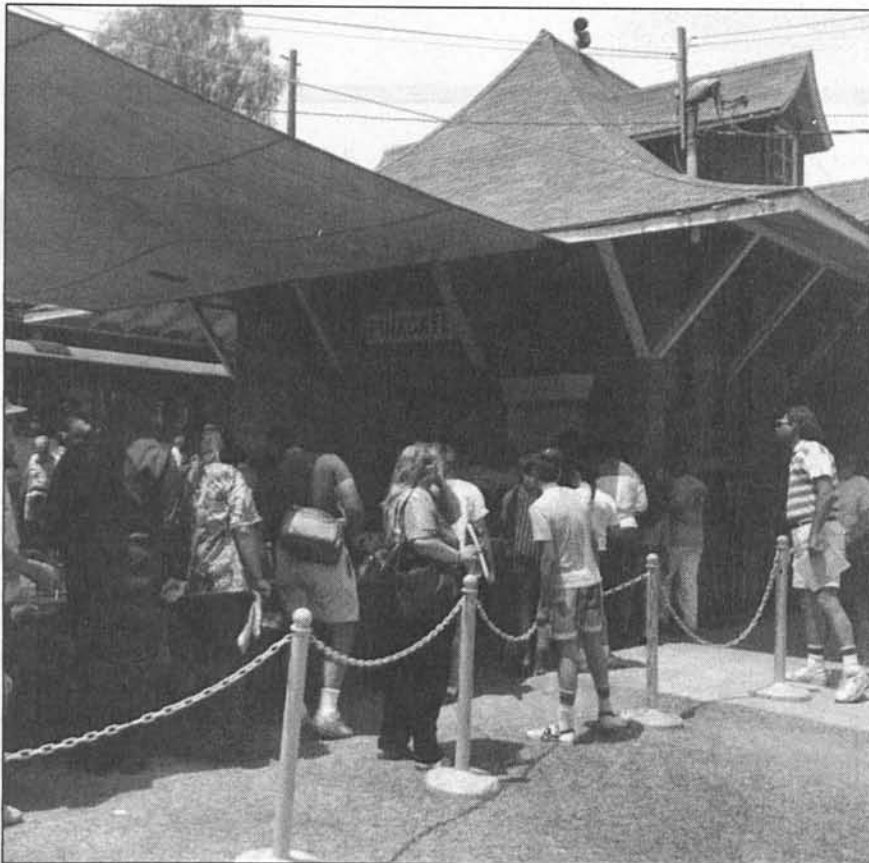
The last weekend in April the Orange Empire Railway Museum held its annual Summer Festival and played host to thousands of rail enthusiasts and their families and friends in the Inland Empire.

The museum in Riverside County, located near the town of Perris, is an organization dedicated to perpetuating the modes of transportation which helped populate and develop the Southwest. The museum boasts miles of rail and restored rail cars which are operated for the amusement and education of visitors. This year for the first time the museum was able to operate a train all the way in to the Perris depot. In years past they were unable to go from their

7th Street terminal because of the freight operation on the Santa Fe Railway's San Jacinto Branch between those two points. This run was especially popular and the line of people wanting to get on stretched for a near quarter of a mile.

The mainline passenger and freight trains are known as the Perris-Pinacate Flyer. It is headed up by two locomotives which were completed under War Production Board controls in 1941-1942 and were sent to the Trans-Iranian Railway to supply Russia with war materials from the port of Bandar Shahpur on the Persian Gulf. The freight is

*continued on page 24...*



*Record crowds lined up to ride the rail cars at historic Pinacate Station inside the Orange Empire Railway Museum.*

*...continued from page 23*  
made up of vintage flatcars (with benches added) built in 1928. Heading up the train is Ventura County Railway steamer No. 2, constructed in 1922.

For those less adventurous, there were rides on old Yellow and Red cars around the museum property. Other attractions included a track/handcar ride, machine shop displays, live music by a brass band, antique vehicles, carbarns housing Los Angeles Railway and San Francisco Cable cars, vintage diesel locomotives, and steam engines. A real favorite among the visitors is the Great Northern Railway (Ireland) double-deck tram No. 2, which spent its entire life running

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*The museum  
boasts miles  
of rail and  
restored rail  
cars...*

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along the coast of the Irish Sea near Dublin, Ireland. At the festival it ran as the Alpine-South End Country-sider.

The Los Angeles County Transportation Commission brought their own display, the sectioned prototype of the light rail car that will run on the Blue Line from Long Beach to Los Angeles in 1990.

For those spectators too pooped from the excitement of alighting from all the different trains, the picnic area offered a refuge as the band played old Americana favorites.

More than 8,000 people attended the festival weekend. Most of the museum staff pronounced the weekend an overwhelm-

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*There were rides  
on old Yellow  
and Red cars  
around museum  
property.*

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*Left, The handcar ride was popular.*

*Below, Spectators flocked to view the prototype of the light rail car.*

ing success which would not have been possible without help from RTD volunteers.

During the year museum volunteers build track, restore railway equipment, and do many necessary tasks to continue operation of the museum. This year the RTD folks operated vehicles, dispatched, managed traffic and security, made hot dogs, gave directions, first aid, found lost mothers, and rolled light rail posters, among many other things. These generous employees included Ed Vandeventer, Mike DeGhetto, Ron Bowen, Harry Oswald, Dan Miller, Rich Morton, Chris Coleman, Dan Ibarra and his daughter, Jennifer, and Gayel Pitchford. Retiree



staff included Al and Kay Altigg, Bill and Agnes McGee, Phil and Marge Powers, Violet Davis, Alan Weeks, and Bill and Belva Hall.

RTD Transportation Superintendent Ed Vandeventer is the museum's Superintendent of Rail Operations. Twice a year he helps put on a festival by supervising the 250 who execute the operations. "There's a lot of satisfaction in putting on an event that people enjoy," said Vandeventer. He commented on the large turnout as evidence of the mystique and fascination that the permanent fixture of rail holds for people, even for those who

*continued on page 26...*

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*Above right, Retirees Bill and Belva Hall served the staff in the kitchen.*

*Middle right, Ed Vandeventer and Mike DeGhetto checked on the status of operations from one of the operators.*

*Below right, Mike DeGhetto makes arrangements for a handicapped visitor to ride the trains.*



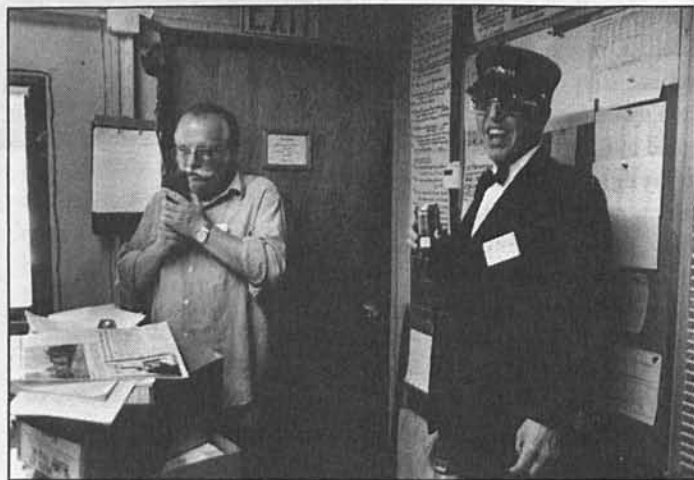
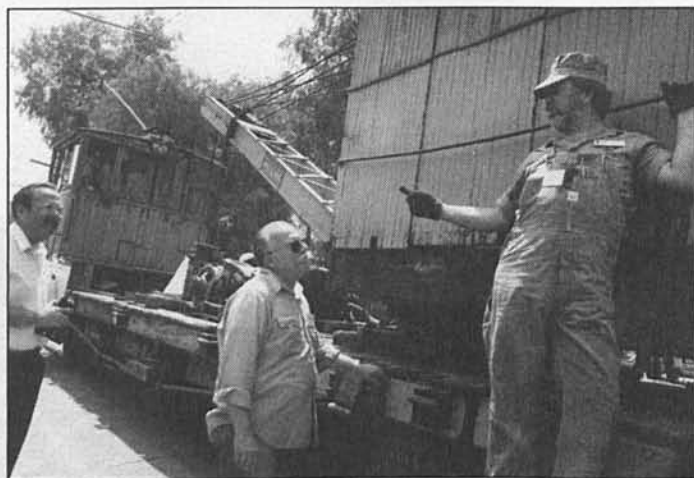
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*The weekend would not have been such an overwhelming success without help from RTD volunteers.*

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*...continued from page 25*  
grew up without a memory of it.

Equipment Maintenance Supervisor Mike DeGhetto is the museum's vice-president and chief of staff. "The purpose of the museum is the preservation and education of rail. We love to hold these fests, because this is the way we raise money for the museum each year," said DeGhetto. He admits it is a lot of work and can be overwhelming, "But you know, it is one of those things I don't have to do. I have to pay taxes, I have to die, I don't have to do this. There aren't a lot of things you don't have to do. And, it's a lot of fun."



# RTD Retirees Corner

*Editor's Note:* The Headway sends an invitation to all RTD retirees to submit news articles and bits of information that you think others may be interested in hearing about. I spent an afternoon with a group of retirees meeting at the Orange Empire Railway Museum on April 25. A part of our discussion centered on reaching out to more retirees through the

**The Inland Empire RTD Retirees Club just observed its first anniversary.**

Headway. In response to that suggestion, we inaugurate the Retirees Corner in this issue.

The Inland Empire RTD Retirees Club, founded in May 1988, just observed its first anniversary.

The club is small but growing each month as more and more RTD retirees learn of it and its strategic location in the center of the Inland Empire. Of course, the spouses and friends of retirees are warmly welcomed.



*Inland Empire President Bill McGee briefs the members about upcoming activities.*



*Inland Empire Retirees hold their April meeting at the Orange Empire Railway Museum.*

The purpose of the club is to renew old friendships, make new friends, generally socialize with retirees and former employees from the far-flung RTD network, and to keep track of any changes which may affect members' future well-being.

Plans are being made to invite guest speakers from various public and private

corporations and agencies to discuss topics of interest to retirees. These topics will include such issues as legal work, finance and investments, and health services. As speakers are obtained, members will be informed in advance.

The club also participates in SHARE, the acronym for Self-Help and

*The purpose of the club is to renew old friendships,...and keep track of any changes which may affect members' future well-being.*

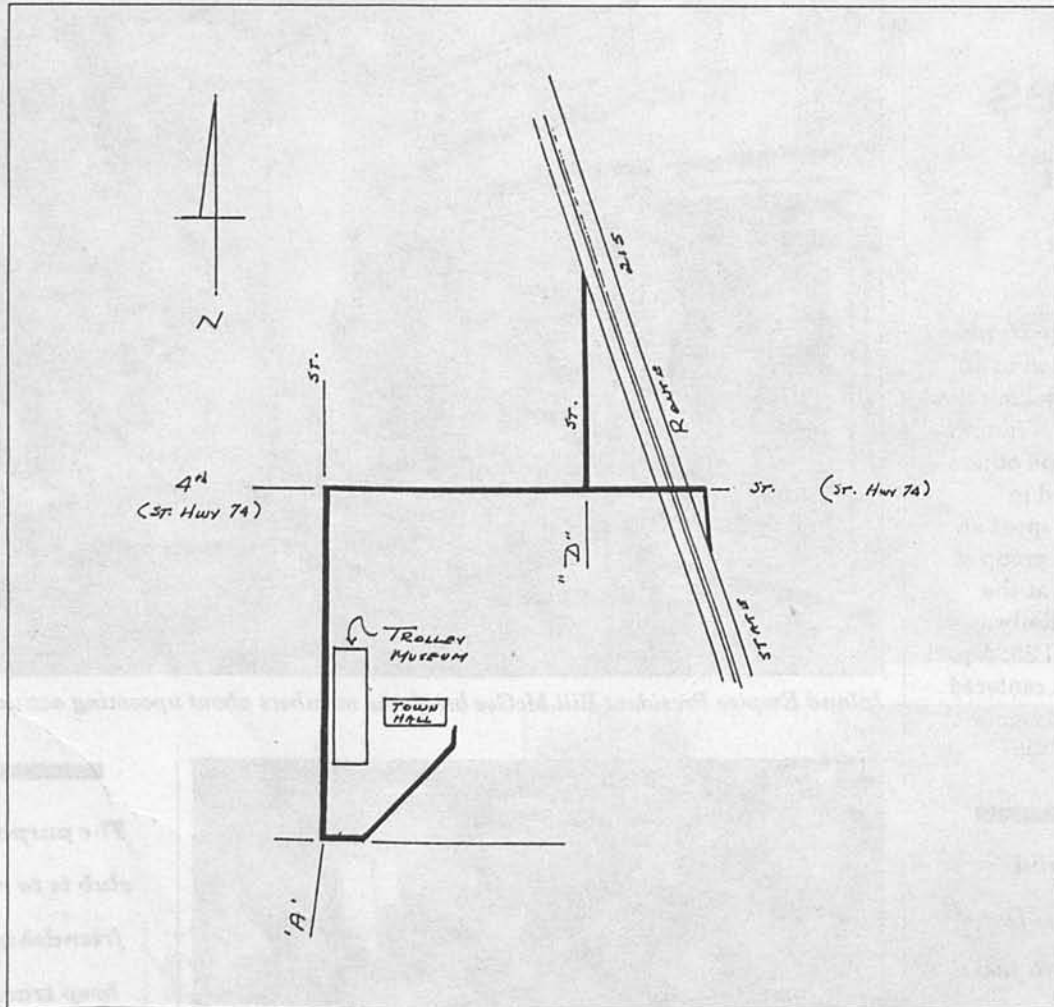
Resource Exchange, a cooperative program that provides a food package to needy families in the area. The club donates money to the program from the proceeds of each meeting.

The Inland Empire Retirees Club meets the fourth Tuesday of each month at 12:00 noon in the Town Hall at the Orange Empire Railway Museum.

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## ...Retirees Corner

...continued from page 27



### ORANGE EMPIRE TROLLEY MUSEUM and INLAND EMPIRE RTD RETIREES CLUB

*Directions to Museum: From north or south on SR 215 via west on 4th Street (Hwy 74) to left on "A" Street to left. Mapes Rd. (the first street south of the Museum parking lot) and left along a private road to the Town Hall.*

The museum is located on "A" Street, approximately two miles south of 4th Street in the city of Perris. And, incidentally, a number of our members volunteered to help the museum during their recent summer festival.

Lunch is pot-luck with members bringing delicious food prepared from their favorite recipes. Each attendee is expected to furnish their own eating utensils.

Coffee is provided by the club. Door prizes are awarded at each meeting.

For further information, call Bill McGee, club president, at (714) 929-3598.

—submitted by Jim Holzer

The RTD Retirees Social Club is a chance for the former employees from all departments to get together once a month for a pot-luck luncheon and club

meeting to chat with old friends and meet new ones as well.

The club extends an invitation to all retirees to break bread with them on the second Thursday of each month in the City of Commerce Aquatorium located at 2535 Commerce Way.

Officers of the club include Joseph Stevens, president (818) 284-7236; Frank Richardson, vice-president (619) 242-8461;

Shirley Richardson, secretary; Julian Johannes, treasurer (818) 330-1915; Harold W. Humphreys, (602) 758-7787 and Sydney Chevlin, (602) 768-9637, editors of the newsletter.

For more information, call or write Club President Joseph Stevens, 1503 S. Campbell Ave., Alhambra, CA 91803, (818) 284-7236.

—submitted by Shirley Richardson

## Operation Lift

The Transportation Department launched a month-long campaign in May focused on successful boardings of the elderly and handicapped. During this period operators were given sensitivity training, reviews of the procedures to operate the lifts, and a check to ensure that each has a key as required to activate certain types of lifts.

Everyone in Transportation was involved and very enthusiastic about this campaign. The goal was to reduce by 50 percent the number of complaints of failed boardings during the first quarter of FY 90. Transportation will do all that is necessary, barring equipment failure, to service the elderly and handicapped courteously and safely.

In order to ensure success, all units of the department participated: Transportation General, Instruction, Radio Dispatch, Vehicle Operations, Divisions, and the Rail Operation Superintendent.

At the division level, creative posters and banners encouraging operators to make every effort to successfully board wheelchair patrons were displayed. Prizes were awarded to those submitting clever slogans and other effective, useful material. There were also awards for those divisions and operators showing the biggest increase in the number of successful boardings.

# NUESTROS EMPLEADOS SON TRANSPORTADOS



*"Por mas de 7 años, casi 700 de nuestros empleados han usado pases mensuales de RTD, por cuyo costo proveemos subsidio de 50% y es una ventaja para todos nosotros. Es otro modo de alienta el uso del transporte público y nos ayuda a cumplir con los requisitos del AQMD, la agencia que trabaja para mantener nuestro nivel ambiental."*

*—David B. Neumann, Primer Vice Presidente, Security Pacific National Bank*

*"El compartir del viaje al trabajo es un concepto progresivo que beneficia a todos. Al ayudar a nuestros empleados a usar los autobuses, nuestro museo contribuye a mantener el aire limpio, a aliviar el tráfico y crear un nivel de vida mejor para todo Angeleno."*

*—Sylvia Hohri, Gerenta de Mercadeo y Gráfica, Museo de Arte Contemporáneo*

*"Al examinar el volumen de construcción en el centro, realizamos inmediatamente que no existe estacionamiento o espacio en las autopistas para los que usarán los edificios. Por eso respaldamos todo esfuerzo que se emplea para mejorar la situación de tránsito, ayudando a nuestros empleados a viajar al trabajo por autobús."*

*—Donald A. Murray, Vice Presidente, ARCO*

*Para información sobre como su compañía puede participar en uno de los mejores alicientes para sus empleados en Los Angeles, llame (213) 972-4680.*

### PROGRAMA RTD MUNICIPAL DE PASES



## Recipe for One Great Father

"Dad," said a young son, "I read about a man who was a financial genius. What does that mean?"

"That means," the father replied, "that he could earn money faster than his family could spend it."

Try this recipe on Father's Day. It takes a lifetime to prepare, but it makes enough to serve the whole family.

Mix these ingredients in a just-the-right-size bowl:

- 2 open ears, willing to listen when children or spouse need to talk (and incapable of hearing anything mean)

- 2 observant eyes, that notice everything family members do well (and overlook all their flaws)

- 2 outstretched arms, ready to give a bear hug when everything seems to be going wrong

- 2 strong hands, capable of mending broken toys, from a deflated ball to a temperamental car

- 1 set of eloquent lips, to offer words of wisdom that won't be appreciated for 20 years (and swallowing harsh words of criticism before they reach children or their coaches)

- 1 sensitive nose, to smell trouble when it's brewing and head it off before it's too late

- 1 composed head, always patient, always thoughtful, to show children how to treat people, animals, and the world

- 2 legs, that bend down to get eye-to-eye with a toddler, that run fast enough to come in second behind the child, and that stand tall for every person's accomplishments

- Sprinkle generously with kindness, forgiveness, trust, and contentment. Fold in a lap in which to sit while hearing stories about the olden days. Top with a heart of golden love. Bake on broad shoulders for many years at 98.6°. Offer generous servings to all for generations to come.

## Asian-Pacific Picnic

The Asian-Pacific Employees Association will hold its annual Family Picnic on July 22, 1989 at the Frank Bonelli Park in San Dimas. Please mark your calendars now. Details of the picnic will be available at a later date. Members and non-

members who are interested should get in touch with James Loo (213) 972-3835 or Carmelita Romero (extension 4302). A \$5 donation for adults and \$2.50 for children under age 17 is suggested.

## Axel's Green Thumb

### *Insects-the Good, Bad and Ugly*

The largest group in the animal kingdom is Arthropoda. This family includes the Crustacea (crabs, lobsters, sowbugs), the Arachnida (spiders, scorpions, mites) and the Insecta (flies, grasshoppers, aphids, bees, ants and others). Arthropod means "jointed foot," a feature noticed in the creatures that comprise this group. Insect means "in segments." This is because

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#### *Insect means*

*"in segments."*

#### *This is because*

*of the plainly*

*visible parts."*

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of the plainly visible parts: head, thorax, and abdomen. Some examples of segments on the head are the antennae which are highly sensitive organs. The thorax bears three pairs of legs and usually one or two pairs of wings. The larval stage does not even resemble the adult stage of the insect, the transformation between these stages is called metamorphosis; an example would be a caterpillar changing into a butterfly. I will cover a few of the most common insects this month.

Ants can become beneficial in our yards or they can become pests. On

the beneficial side ants dig tunnels and help aerate and loosen the soil.

Ants can become pests when they enter our homes and get into our food. In our yards they aid aphids in their survival which cause damage to our plants. A way to control ants is to place a "sticky barrier" around a trunk of the tree. A product that is available is called "Tangle Foot."

Aphids are little defenseless insects that have both friends and enemies in the garden. They destroy the tender young new growth of plants by sucking out the nutrients from the plant; this not only weakens the plant but it could also kill the new growth. The friend that protects the aphid is the ant. Without ants, the aphids would have a difficult time surviving. The ants "milk" the aphids for a substance that is produced by the aphids called "honeydew." When the weather becomes cold, the ants will pick-up the aphids and carry them into a warmer location, usually into the ants' tunnels. One method to control them is to apply a steady stream of water at them. This will dislodge the aphids and leave them helpless on the ground where they will most likely perish. The big enemies of aphids are Ladybugs and their larvae which are ever so hungry for a plump juicy aphid.

*continued on page 31...*

## ...Axel's

...continued from page 30

Ladybugs and Lacewing insects are a gardener's friends. They are both predators that eat small insects like aphids. Lacewings are light green in color and have rather large transparent wings. Their numbers will vary in the garden depending upon the food sources available and the amount of chemical controls that were used. Chemical controls also kill the good insects and by using these controls you may actually increase the number of pests because of the delicate balance between predator and prey.

Caterpillars are pests that love to eat all of the plants' green leaves. Even though the adult stage could be transformed into a beautiful butterfly which doesn't do any damage to our plants except to lay

**Without bees**

**a lot of crops**

**would not be**

**available...**

their eggs to produce more caterpillars. There are two types of groups that comprise the adult stages: moths and butterflies.

Moths are active at night and will not be seen as often as butterflies. Butterflies and moths do help in the pollination process of flowers. A good control for caterpillars, besides picking them off manually, is to use

a product called *Bacillus thuringiensis* also known as B.T. This control is a special bacteria that is sprayed on the leaves and only effects the caterpillar and causes it to stop eating, thereby killing it.

Bees are a very important insect to all of us. Without bees a lot of crops would not be available because of pollination. Bees are a major economic factor in our state. Honey is actually a by-product that is produced from the pollen gathering.

Spiders are not insects. They belong to the family called arachnids and they have eight legs and no wings. Spiders are actually beneficial for the gardener because they capture and eat insects. The only dangerous spiders we have to worry about are black widows and violin spiders, which are poisonous. These two spiders are very common but are rarely seen; they prefer dark secluded areas and wood piles so care must be taken when working in these areas.

Because there are so many insects that affect our everyday life, it would be difficult to mention them all. In future columns, I will introduce a few more.

Next month I will discuss the various chemical controls that are in use today and the disadvantages of using them.

*Axel Heller is Digital Technician in the Facilities Maintenance Department and has a Bachelors of Science degree in Park Administration / Ornamental Horticulture from Cal Poly Pomona.*

## Gator Sports Update

The Third Annual RTD Chess Tournament commenced June 2, 1989 at Division 3 at 6 p.m. with chess players from throughout the District trying to dethrone Primo Sumagaysay who has won the first two championships. This year's tournament has attracted interest from a cross-section of our employee work force and is gaining momentum in popularity as a District event you don't want to miss.

The Gators are very proud to be associated with

this fine group of chess players and will continue to sponsor this event to support these mentally invigorating chess matches.

The Little Tokyo Bowl in downtown Los Angeles will be the setting for the 1st Annual Bowling Championship scheduled for August 19, 1989 at 10 a.m. Entry fee is \$15 payable to Employee Activities on or before August 11, 1989. Please fill out the application form below and send it in with your remittance. \$10 for spouses and dependents.

### FIRST ANNUAL BOWLING CHAMPIONSHIP APPLICATION FORM

Name \_\_\_\_\_  
Div./Dept. \_\_\_\_\_  
Address \_\_\_\_\_  
City \_\_\_\_\_ Zip \_\_\_\_\_  
Telephone \_\_\_\_\_ Work ext. \_\_\_\_\_  
Bowling average \_\_\_\_\_ ABC League Card \_\_\_\_\_

### FAMILY BOWLING & BREAKFAST APPLICATION FORM

Name \_\_\_\_\_  
Spouse/Parent \_\_\_\_\_  
Address \_\_\_\_\_  
City \_\_\_\_\_ Zip \_\_\_\_\_  
Telephone \_\_\_\_\_ Work ext. \_\_\_\_\_  
Bowling average \_\_\_\_\_ ABC League Card \_\_\_\_\_

# RTD GOES TO THE MOVIES

## Our Rating System

- \*\*\*\*\* A classic; *Dinner at Eight*, with Jean Harlow
  - \*\*\*\* Excellent; worth seeing
  - \*\*\* Average; okay, but don't go out of your way
  - \*\* Fair; it tries, but flawed
  - \* Poor; don't bother
- BOMB** Would you believe *Plan Nine from Outer Space* — *The Musical*?

## *Troop Beverly Hills* — \*\*

Cute. That's a good way to describe this Shelley Long vehicle about a woman leading a group of Wilderness Girls (read Girl Scouts) in Beverly Hills. Unfortunately, cute is about as far as it goes. Although the theme is supposed to be about growing and learning independence and faith in yourself, the film never really rises above the obvious jokes about designer uniforms and merit badges for jewelry appreciation. If you decide to catch it on videotape, do so for Stephanie Beecham's performance as a Jackie Collins-style author who dictates her books into a tape player, with help from her daughter. It's not an outrageously funny portrayal, but she seems to take everything a bit tongue in cheek, which is something this film badly needs.

## *Scandal* — \*\*\*1/2

Before this film hit the country, there was a good deal of controversy with the ratings board about whether to give it an X or R rating. Ultimately, the filmmakers re-edited a "crucial orgy scene" to get the R. If you're considering seeing this movie because you think there's something hot and steamy going on, don't bother. If, on the other hand, you're interested in watching a thoughtful film about one of England's greatest political scandals of this century, you're on the right track.

**If, you're interested  
in watching a  
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England's greatest  
political scandals of  
this century, you're  
on the right track.**

Scandal doesn't so much deal with the aftermath of the scandal as the how and why it happened in the first place. It is a story of sex, and there are frank sexual scenes, but it's also a story of power, and how power in and of itself can be a sexual thrill. John Hurt is fascinating as Stephen Ward, the

doctor who was accused of profiting from prostitution, as is Joanne Whaley-Kilmer as Christine Keeler, the woman at the heart of the Profumo Scandal. It's a complicated subject, concerning greed, lust, and Britain's tradition of the "old boy" network, where almost anything goes as long as you're not found out—and if you are, honor demands that you don't rat on the others, even if it means your own destruction. In this framework, Ward, in befriending the young Christine, not only gave himself his own vicarious thrills in introducing a lovely and sexually active young woman to men of power, but sowed the seeds of his own destruction by never bothering to think of the consequences.

Even though many in the American audience may not remember the Profumo Scandal, there are some interesting parallels here between some of our own recent scandals. Jimmy Swaggart, the Bakkers, John Tower—what truly titillated the public was the revelation or the hint of sex. Even Oliver North had his Fawn Hall. Don't take your children, but if you want a serious film, I would highly recommend it.

## *Friday the Thirteenth: The Series* — \*\*\*\*

Regular readers of this column may have noticed that there has never been a review of a horror film. That is because I refuse to waste time, money, and space on things such as *Nightmare on Elm Street* and that ilk. They're not true horror films, but gore-fests, many promoting violence against

women.

What brings this topic up is the recent release of *Pet Sematary*, the latest Stephen King film. Although I haven't seen it, I've heard from several reliable sources that it is truly grotesque. You don't have to be gross to be terrifying; in *Psycho*, you never see the knife actually touch Janet Leigh's body. It's implied, and our minds do the rest.

Unfortunately, blood sells, and that's what's passing for horror these days. Which brings me to *Friday the Thirteenth: The Series*. If you like old-fashioned terror, the kind that tries to scare you, not just gross you out, then I would highly recommend you try to catch this show, which currently is airing Saturdays at 7 o'clock on Channel 13. This is not more "Jason Lives" (the series of movies having gone at least seven films, I believe), but a completely different format.

It seems that there was this antique dealer who made a pact with the devil and sold cursed items. The devil eventually claimed him, of course, and now his heirs must try to recover all the items, or the curse will claim them, too. With this framework, the series' regulars are thrust into all manner of situations guaranteed to chill your blood. Since this is television, and they can't show that much blood, they revert to psychology, and how evil can twist even the simplest items. The most recent episode concerned a re-animated Nazi (walking dead being a horror staple), who was about to move from

*continued on page 33...*



## Restaurant Review

by Sue Harvey

Father's Day is June 18 so don't forget Dad and make reservations for Sunday brunch now!

There are two restaurants that I can recommend highly:

The first is the Sheraton Townhouse on Wilshire. There is both indoor and garden seating. We like the garden whenever possible. The setting is lovely with fresh flowers on the table. There is a harpist who will play requests and the service is excellent. Luncheon is buffet style with omelets and waffles made to order. There is beef, lamb, and ham sliced to order, and a great variety of salads and side dishes. To top it off there is the great dessert table. The chef is not only a master at making good tasting desserts, they are also almost too pretty to eat. The cream puffs look like swans, and the cakes are beautifully decorated. This is a lovely spot for a Sunday brunch.

*The Sheraton Townhouse, 2961 Wilshire Blvd. (213) 382-7171.*

Our favorite place for Sunday brunch is in Universal City at the Registry Hotel in the Crystal Room. The ambience and atmosphere consist of lovely flowers on the table, charming rooms, and a harpist in the background. All this makes for a delightful experience. There is one area where they make the usual omelets and waffles as well as pizzas, to order. The prime rib and roast lamb is

sliced to order and served with the appropriate condiments. They serve several hot dishes as well as bacon and sausage: possibly eggs benedict or eggs New Orleans style, whatever suits the chef that day. There are fish and chicken dishes, sushi, and steamed Chinese dumplings. The

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*This is a lovely spot for a Sunday brunch.*

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sliced smoked salmon (lox) and sturgeon are excellent, as well as the oysters on the half-shell, jumbo shrimp, and crab claws. They have a nice selection of salads and side dishes such as fresh asparagus and lots of fresh fruit: strawberries, raspberries, blueberries, and melon. If you still have room, the desserts are excellent. They make small pastries so you can sample more of them. My favorite is the fresh fruit tart.

The service is excellent, they bring fresh squeezed orange juice as you ask for it, and there is always someone to refill coffee and clean dishes.

*Crystal Room, Registry Hotel, Universal City (818) 506-2500.*

## Motor Coach Museum Hosts Open House

The West Coast Motor Coach Museum is hosting their 5th Annual Open House Weekend beginning June 10.

On Saturday, June 10, the museum will offer guided tours of members George and Tom Powell's Western Diesel Electric facility and member Jack Chavez' J.S.C. Service facility. Attendees will board an old-look GM Suburban Transit model TDM 4515 built in 1958 with serial #395 at Johnnie's Broiler located at 7447 Firestone Blvd. in Downey at 1:00 p.m. A third surprise inspection may be taken, pending approval and arrangements.

After the coach returns to the restaurant, a dinner, business meeting, speeches, movies, and slides will fill the evening.

On Sunday, June 11, the museum will host its traditional open house in La Puente at 18145 East Valley Blvd. Festivities will begin at 10:00 a.m. and will

include hourly demonstration rides aboard selected coaches. There will be guest coaches on display from some local operators. Members from other locations are also expected to attend.

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*Attendees will board*

*an old-look GM*

*Suburban Transit*

*model TDM 4515*

*built in 1958*

---

In order to accommodate attendees and allow for extra coaches and dining space, all interested parties should call (818) 783-3454 evenings, or write to 4086 Cody Road, Sherman Oaks, CA 91403.

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### ...RTD Movies

*...continued from page 32*

a radio talk-show host to a political career. What was truly terrifying was how many people seemed to be agreeing with his ideas.

Although the blood count is fairly low, they do step over the line on occasion, so I would recommend parental discretion in watching this. But for those who like their horror the old-fashioned way (terror of the mind, not the stomach), this is a good alternative.

*Be seeing you —  
Carolyn Kinkead*

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## For Sale

### Wanted:

Ducati single cylinder motorcycle. Any condition. Complete or parts. Call (714) 989-1149.

### Wanted:

Triumph sports car 1968 or older. Must be complete. Call (714) 989-1149.

# RECREATION NEWS

The hottest item going is the new Employee Activities Mobile Center. Perhaps you have seen it at your work location. From the Mobile Center the Employee Activities Department can bring many of the services offered at the main building. These services include vitamin sales, logo items — Tee shirts, caps, etc., watches, tickets to concerts, and discounts for products and services. Watch for the center between 9 and 12:30 P.M. on the following dates.

Work Location	Date	Work Location	Date
9	June 15	12	July 3
16	19	VY	5
15	20	SP	6
8	21	1	10
7	22	10	11
6	26	CMF	12
5	27	3	13
18	28	9	17
4	29	16	18

Greek and Universal Amphitheatre concert seasons are underway. And with the Dodgers, Angels and other special events, the summer of 1989 should be very exciting.

## June

- 17-25 Knott's Berry Farm week \$19.95 tickets for \$12.00
- 18 Dodgers vs Atlanta \$6.00 Old Timers Day
- 24 Angels vs Baltimore \$8.00 Ball Night
- 24 Smokey Robinson-Universal Amphitheatre - \$24.00
- 25 Tiffany - Universal \$19.00 tickets for \$14.00
- 28 Dodgers vs San Diego \$6.00
- 30 Dodgers vs Pittsburgh \$6.00 Fireworks Night

## July

- 1 Dodgers vs Pittsburgh \$6.00
- 2 Dodgers vs Pittsburgh \$6.00
- 3 4th of July Spectacular Music with Fireworks at the Hollywood Bowl \$10.00
- 4 Annual Fireworks Show at the Rose Bowl \$10.00 adult, \$7.00 child
- 4 Angels vs Texas - Fireworks Night \$8.00
- 5 A virtuoso duo at Hollywood Bowl - Jean Pierre Rampal and Alexandre Lagoya \$11.00 tickets for \$8.75
- 8 Harry Belafonte - Greek Theatre \$22.50

## July

- 11 Gala Opening Concert at the Bowl: Temirkanov, conductor and Feltsman, piano; Beethoven and Tchaikovsky \$12.00 tickets for \$9.50
- 12 Dolly Parton - Universal \$23.00
- 13 Dodgers vs St. Louis \$6.00
- 14-15 Wizard of Oz Stage Show at the Forum \$13.00 tickets for \$10.00
- 15 David Sanborn - Universal \$25.00
- 16 Dodgers vs St. Louis \$6.00
- 19 Dodgers vs Chicago \$6.00
- 21 Diana Ross - Universal \$29.50
- 25 LL Kool J. - Universal \$20.50
- 27 Freddie Jackson - Universal \$22.50
- 27 Three B's, Beethoven, Brahms, and the Bowl, at the Hollywood Bowl \$12.00 tickets for \$9.50
- 29 Hiroshima - Greek Theatre \$21.50

*And with the Dodgers,*

*Angels and*

*other special events,*

*the summer of 1989*

*should be very exciting.*

It's water slide season - Discounted tickets available to both water parks....Raging Waters in San Dimas-Adults \$14.50 tickets for \$8.95, Child (4-10) \$8.50 tickets for \$7.75. Wild Rivers in Irvine-Adults \$14.95 tickets for \$8.50, Child \$10.95 tickets for \$6.50.

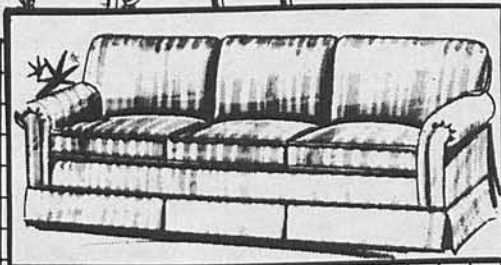
Valid any 1989 Operating Day.

For information and tickets contact the Employee Activities Center. Office hours 10:00 A.M. - 3:00 P.M. Monday through Friday 972-4740.

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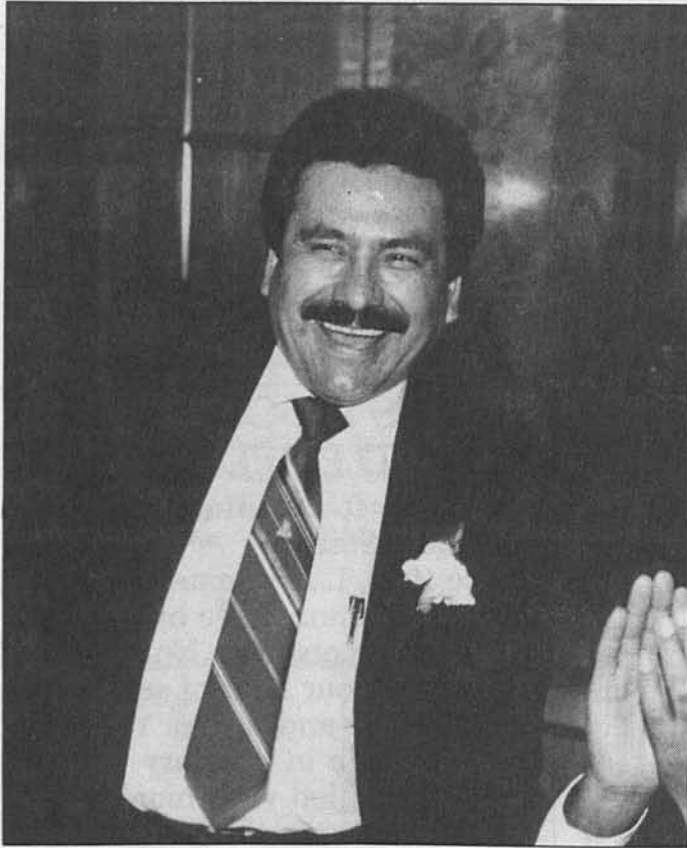
The same brand names, quality, style, fashion and service available at finer department stores. But you'll pay up to 30% below their everyday and sale prices. Why? Low rent, family ownership and a small but expert sales staff means our overhead is a fraction of other stores.

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Revolving Charge and 90-day no interest (O.A.C.) Visa/Mastercard/Discover/American Express.

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Furniture Manufacturers  
Sales Agency, Inc.



## Chacon Selected Operator of the Year

Rogelio G. Chacon, a veteran of 10 years behind the wheel of an RTD bus and a consistently high finisher in RTD's annual Bus Roadeo contests, was announced May 5 as RTD's Operator of the Year for 1988. RTD officials presented the 42-year-old father of three with a certificate of merit and a check for \$250 at the awards luncheon held at the New Otani Hotel in downtown Los Angeles.

**Full story to appear in July!**

## HEADWAY

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