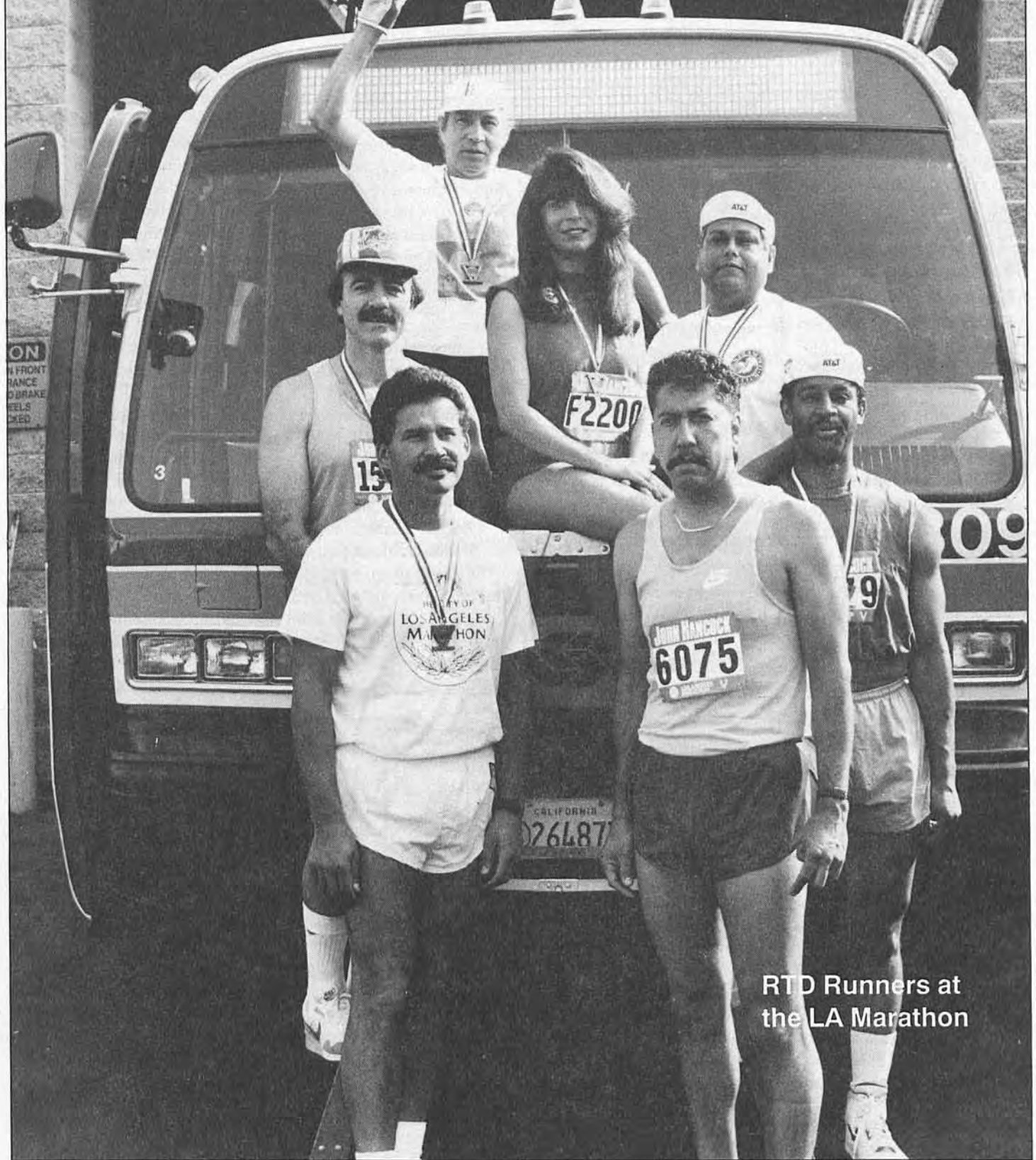


HEADWAY



RTD Runners at the LA Marathon

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The Headway . . .

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Don Knabe Appointed to RTD Board

Don Knabe, Supervisor Deane Dana's chief of staff, has been sworn in as a member of the 11-member RTD Board of Directors. Effective February 8, 1990, he replaced Long Beach City Councilwoman Jan Hall who resigned from the Board in January.

The former mayor of Cerritos was appointed to the RTD governing board by Fourth District Supervisor Dana. As an RTD director, Knabe will be responsible for helping chart District policy on such issues as bus service, the operation of the Long Beach to Los Angeles light rail line and RTD's Metro Rail.

Knabe served on the Cerritos City Council from 1980-1988. He is a former commissioner of the Los Angeles County Parks and Recreation Commission and a former member of the Cerritos Planning Commission.

The Rock Island, Illinois native received his



RTD's newest board member, Don Knabe, was sworn into office recently by RTD District Secretary Helen Bolen. The former mayor of Cerritos was appointed to the RTD governing board by Fourth District Supervisor Deane Dana. Knabe serves as the supervisor's chief of staff.

bachelor of arts degree in business administration from Iowa's Graceland College.

Knabe was governor of Optimist International in 1982-83. The California Parks and Recreation Society named him "Volunteer of the Year" in 1977. He received the "Mayor's Community Service

Award" in 1976 and 1978 and the "Distinguished Service Award" from the Cerritos Jaycees in 1978.

Knabe, former owner/operator of an association management and consulting firm, is a member of the Santa Monica Mountains Conservancy. He and his wife, Julie, have two teen-aged sons.

Bus Operators in Training for Start-Up of Blue Line

Forty RTD men and women who have been driving District buses for decades are being taught to take the controls of the most modern electric rail vehicles in the nation.

RTD opened the training class to media inspection March 15 at the Blue Line's Del Amo station with train rides along two miles of track between Del Amo and the light rail yard. Accompanying the operators were RTD Board President Gordana Swanson, two former Pacific Electric Red Car operators, and a former PE ticket agent--all of whom are now RTD employees.

"The group . . . is an elite one."

"The group of operators selected by the District is an elite one--one made up of men and women who are thrilled to be at the helm of the trains when they roll again for the first time in nearly three decades," said Mrs. Swanson. "I am secure in knowing that our trolley operators will deliver us to our destinations safely and on time."

Each of the Blue Line operators must complete a four-week training course. Part of that training includes 20 hours aboard the trains under the supervision of RTD Rail Operations Superintendent Paul O'Brien.

Board Receives 5-Year Regional Plan

by Rick Jager, Sr. News Bureau Representative

A long-range transit plan that calls for the use of nearly 5,000 RTD buses by the year 2010--buses that will carry more than 1 billion riders annually--was received by the RTD on March 8.

The plan was prepared consistent with the Southern California Asso-

ciation of Governments and the Air Quality Management District's projections. It estimates that nearly 26 percent of the home-to-work trips within 20 years will be made by transit. That compares with 9 percent today.

It also projects that more than 80 miles of rail lines will be in operation and all transit vehicles will

be powered by clean air engines.

"The great irony of our long-range plan is that while it projects the need for greater dedication of revenues to transit to meet a spiraling demand, it also includes revenue projections for the next year which estimate RTD will face a \$24 to \$41 million shortfall," said General *continued on page 4 . . .*

Perdon Appointed AGM of Transit Systems Development



Albert H. Perdon (center) along with RCC Chief Executive Officer Ed McSpedon (right) listen to Resident Engineer Bob Griffith at the A171 site inside the Westlake/MacArthur Metro Rail tunnel.

Albert H. Perdon has been appointed assistant general manager of Transit Systems Development, effective March 13, 1990, General Manager Alan F. Pegg announced.

Perdon, a native of the Netherlands and long-time resident of Cerritos, has been with RTD since April 1982, and most recently served as assistant general manager for planning and public affairs.

"Mr. Perdon brings to his new position more than 20 years of experience with transportation agencies," said Pegg. His qualifications and dedication ensure that the Metro Rail project will run smoothly and that the coordination between the project and newly formed Rail Construction Corporation (RCC) will be complete."

Perdon replaces Robert J. Murray who had assumed the position on an interim basis in December.

"I feel absolutely great about this appointment," said Perdon. "Some years back I was involved in the planning of Metro Rail. When Transit Systems Development took over the construction it felt a bit, with all deference to women readers, like having given birth and being told to give up the baby. So, being able to come back to play a strong role in shaping the program is great."

Perdon admitted that there are lots of uncertainties and anxieties associated with the project regarding the RTD's role in view of the Rail Construction Corporation's (RCC) status as grantee of funds for Phase 2 of Metro Rail. The RCC is responsible for planning and administering the Metro Rail Red Line subway project. "But I tend to be an optimist," said Perdon. "And, I think that's characteristic of everyone who has worked

on Metro Rail. That's why we were successful. Transportation is a growth industry. We are not at the end of an era but at the beginning. Anyone involved has to consider himself or herself fortunate. There are more positions in transit that need to be filled than there are people to fill them. It is wonderful to have this specialized knowledge--it's an enviable position to be in," he said.

The new assistant general manager sees his role as helmsman for the Metro Rail project as it

makes its transition to the RCC's control. "I think the project is in much better shape than people realize. The complexity of this project is immense and every problem that has come up we've managed and come up with solutions. We have a tremendous safety record." He plans to keep the project on course. "My goal is to see to it that Metro Rail is built safely and that it will be here for 100 years. We won't shortchange the standards as we strive to keep it on schedule and within

continued on page 6 . . .

. . . 5-Year Regional Transit Plan

. . . continued from page 3

Manager Alan F. Pegg.

"If sufficient funds are not found to offset this reality, it may require cuts in service and/or a fare hike in Fiscal Year 1991," he said. "A stable source of funding, with a balanced approach to subsidies provided to other transportation projects, is crucial to the long-term success and growth of transit in the region," Pegg said.

One scenario in the plan, termed the "desired" projection, calls for \$41 million in additional funds in Fiscal Year 1991 to make only a modest step towards meeting the growing demand reflected in the long-range forecast.

A second projection, termed a "constrained scenario," identifies a

minimum shortfall of \$24.6 million next year. Such a rise in funding to meet RTD's increasing costs would sustain the service levels in place today and would avoid reductions in service.

The single most significant item contributing to the Fiscal Year 1991 shortfall is a reduction of \$12.3 million in available funds provided for transit under the Los Angeles County Transportation Commission's (LACTC) Transit Performance Measurement Program.

"If we were to receive this additional money that could be available from the LACTC, we would only be looking at a shortfall next year of \$12 million," Pegg

. . . continued on page 5

Metro Rail Red Line Safety Ranks Among the Best



Laborers smooth the foundation of the 7th and Flower Street Station at midday.

With the primary tunneling 95 percent completed, consisting of nine miles of tunnels and five massive cut-and-cover stations, the RTD Systems and Construction Safety Department is able to report that over 5.25 million work hours have been spent without a single death or maiming injury.

Tunneling and excavation has proceeded through gas, oil, hydrogen sulfide, and other types of contaminated ground conditions without mishap. In the profession of tunnel digging, industry norms consider that if a project experiences one fatality per 1 million work hours, or each mile of tunnel dug, it

has a very good safety record. For comparison, the English Channel Tunnel Project has experienced nine fatalities in 21.6 miles of tunneling, and the Helms Creek, California, Hydroelectric Project, which contained six miles of tunnel, shafts, and underground chambers resulted in 10 deaths before it was completed in the mid-70's.

Since the beginning of the project, RTD's safety rules for the subway project have been stricter than state law dictates for gas detection, ventilation, training, and control of ignition sources used underground.

continued on page 6 . . .

. . . 5-Year Regional Transit Plan

. . . continued from page 4

said. "That assumes, of course, a status quo approach to transit bus service levels."

To provide quality service, and implement service to meet transit growth in the region in the next 20 years, it is imperative that additional funding sources be identified, he noted.

"The District soon will begin operating the first of many rail lines in the region, but for the vast majority of transit users, even after all the rail lines are operational, the bus will be their means of getting to work, for shopping, and for all essential trips," Pegg said.

"Unallocated Proposi-

tion A funds represent another potential revenue source to maintain or expand certain RTD services," he added, noting that the District is beginning to develop with cities plans to invest local unused subsidies to expand transit services in communities.

"There is money available to support public transit in the community. It is crucial the policy leadership dedicate it to bus service," he said.

"The District will continue to scrutinize its operations to identify all possible savings opportunities and search for potential financial resources that could help bring FY 91

revenues and expenses into balance, without reversing recent progress towards improved transit service quality," Pegg said. He referred to the recent deployment of 50 additional buses. The added bus service was put into operation to reduce overcrowding.

"RTD continues to be one of the most cost-efficient transit operators in the nation," added the general manager. "We are pleased that in FY 89 our subsidy per passenger mile was 17.4 cents, 30 percent below the national average of 24.8 cents. Dollar for dollar, we carry more people farther for less than just about anyone."

Pegg noted that the Board will receive the District's FY 91 budget this month, and that a detailed explanation of any shortfall that may exist at that time will be presented in context of the budget.

The RTD Board is expected to take actions to identify additional funding sources this quarter to operate with a balanced budget in FY 91. The Board also will search for long-range funding sources to meet the long-term

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... Red Line Safety Record

... continued from page 5

Director of Systems and Construction Safety Hal Storey said he is proud of the success of its safety program. Since construction began in 1986 news media converge on the site when any accident occurs, thus causing a minor injury



In the Westlake/MacArthur Park tunnel, a mason adds his touch to the pre-track work.

to get the attention of a major accident. "This is the price the District apparently pays for being such a high profile project in the center of the city. We operate under continuous scrutiny," said Storey.

He noted that the philosophy and impetus of placing safety first and foremost starts with commitment at the highest level. "The policies regarding work site and operational safety are constantly being reviewed and improved by the RTD in conjunction with its construction manager and the District insurance administrators," he said. Storey believes the success

of this approach is a result of merging these three entities into one coordinated effort to discover and correct unsafe conditions. This is done, in part, through such methods as tailgate safety meetings which are held at the job sites and the consistent training of employees in the use and dangers of new and unfamiliar tools. Construction safety oversight committee meetings with all contractor safety representatives are held twice a month and are chaired by the construction safety manager. Representatives of the RTD Construction Safety section, district insurance administrators, and the Los Angeles City Fire Department and the Los Angeles County Fire Department also attend.

"A largely untold part of the success story is the fact that our staff is so expert in their efforts. This includes construction



A lady Metro Rail laborer takes her siesta atop the lattice work of rebars at the 4th and Hill Street Station.

safety, owner-controlled insurance, and system assurance. Each member sees safety from a different perspective which allows people to see another aspect that they haven't seen before," he said. "We are lucky to have people like insurance administrator Jerry Surfus, and engineers like Byron Ishkanian, Leigh Boyden, Daniel Bloomfield, Kenneth Kouder, and Dan Ford. Add to their expertise the experience we

receive from our consultants from the City and County Fire Departments Robert Aaron and Dick Schiehl and our support staff of Administrative Analyst Mary Louise Rowsell, Staff Assistant Mary Cullen, Senior Secretary Jacqueline Takemoto, and Stacy Tran. It is the combination of all these efforts that has resulted in the success we have achieved on the Metro Rail Project so far."

... AGM-TSD Perdon

... continued from page 4

budget."

In effecting the transition, he brings a message of both conciliation and unity. "The message I am trying to get across is that we are working together. Any decisions made by the RCC that impact RTD employees also impact the RCC's people. We are all part of the same team. If I can convince the RCC's CEO Ed McSpedon of that I can solve the staff uncertainties here. RCC needs the people here. The people here know this project, they've lived it every day. I hope to eliminate the uncertainty, it's my first priority in steering this project through this transition," said Perdon.

Before coming to RTD, Perdon served for 16 years in various management positions with local and state transportation agencies, including the Los Angeles Downtown People

Mover Authority, the Community Redevelopment Agency of the City of Los Angeles, Commuter Transportation Services, Inc., and the California Department of Transportation.

Prior to his appointment as assistant general manager for planning and public affairs, Perdon, 44, was an assistant to the general manager.

He holds a bachelor of science degree in engineering from California State University, Long Beach. A registered civil engineer, Perdon is a member of the American Society of Civil Engineers and has traveled extensively throughout Europe and Asia to study rapid transit systems.

Director of Planning Gary Spivack was appointed interim assistant general manager for planning and public affairs after it was vacated by Perdon.

Benefit Assessment Lowered and Hollywood District Split

by Anthony Greno, News Bureau Representative

Modifications approved on March 8 by the RTD Board of Directors to the benefit assessment districts for Phase II of the Metro Rail Red Line will lower the over-all assessment cost and split the original Hollywood perimeter into two districts.

The benefit assessments will be applied to commercial properties. Residential properties other than hotels are exempt, as are properties owned by nonprofit organizations and government agencies that are in nonprofit or government use.

In approving the plan, the Board set a ceiling of 32 cents per square foot, down from 55 cents per square foot adopted under an earlier plan. The average assessment is expected to be 18 cents per square foot per year over the life of the assessment.

Creation of benefit assessment districts is needed to raise \$75 million to finance, in part, construction of the Metro Red Line stations along the route of Phase II, which goes from Seventh and Alvarado Streets to North Hollywood via Universal City, and along Wilshire Boulevard to Western Avenue.

In addition to splitting the original Hollywood district into two adjacent districts, the Board--voting 8-0 on the modified plan--established the criterion that property owners may

begin payments immediately after stations are completed and put into service instead of waiting for further segments to be completed.

Thus, if construction of a station and segment were completed ahead of schedule, property owners would be able to start their payments earlier, thereby lowering the assessment cost by saving on interest.

Splitting the original Hollywood benefit assessment district into two parts creates six rather than five districts.

The six benefit assessment districts are:

- Wilshire Boulevard Corridor, including the stations situated at Wilshire Boulevard and Vermont Avenue, Normandie Avenue, and Western Avenue, to be completed in 1996.

- Vermont Avenue Corridor, including stations situated at Vermont Avenue and Beverly Boulevard, Santa Monica Boulevard and Sunset Boulevard, to be completed in 1999.

- Hollywood Boulevard Corridor, including stations situated at Hollywood Boulevard and Western Avenue, and Argyle Street, to be completed in 1999.

- Second Hollywood Boulevard Corridor Segment, with station situated at Hollywood Boulevard and Highland Avenue, to be completed in 2001.

- Universal City, with station situated at the intersection of the Hollywood Freeway and Lanker-

shim Boulevard, to be completed in 2001.

- North Hollywood, with station situated near the intersection of Chandler and Lankershim Boulevards, to be completed in 2001.

Properties to be assessed are improvements used as offices, commercial, retail, hotels, motels, and free-standing commercial parking garages not used to meet zoning code requirements.

District boundaries have been established on the basis of a walking distance of one-half mile from the center of each station, as measured along the center line of the streets

in each district.

In establishing the new lower ceiling, the Board approved a document stating that "in no case will annual assessment rates exceed a maximum rate of 32 cents per square foot."

The maximum rate, according to the document, assumes one-half percent growth in assessable square footage and a 12 percent bond interest rate. The maximum is not anticipated as current bond rates are well below 10 percent.

Any growth in assessable square footage or the occurrence of a lower bond rate would permit assessments to fall below the maximum.



TOP OPERATORS

The awards for the Operator Recognition Program for the month of January were announced in early February. The Manager's Award is presented to 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 Excel-

lence." Those operators excelling in their pursuit are listed below.

Manager's Award

3201 Benjamin Cupid
3203 Steve O. Allen
3205 Ricky L. Wedlow
3206 Edith Williams
3207 Joe F. Oliver
3208 Robert J. Meredith
3209 Marcos Rodriguez
3210 Jimmie Shorters
3212 Julio Fontoura
3215 R. Reed
3216 Richard Z. Alvarado
3218 Renard Perkins

RTD Teams Up with LA County Probation Dept. To Fight Graffiti

Calling it the first program of its kind in the country, RTD Board President Gordana Swanson, joined by Los Angeles County Chief Probation Officer Barry Nidorf, announced March 21 the successful start-up of a project that involves juvenile offenders scrubbing RTD buses clean of graffiti.

"No longer will those convicted of destroying District property be given a slap on the wrist," said Swanson. "Since the governor signed into law legislation that stiffens the penalties for convicted vandals, RTD is cracking the whip. So far this year RTD Transit Police have confiscated 63 student bus passes from young vandals. In doing so, offenders and their parents are hit hard in the pocketbook. With the inception of this new joint RTD-Probation Department program, teens who continue to break the law can see their hopes dashed and their dreams turn into nightmares."

Speaking at the press conference at the CMF along with Swanson and Nidorf were RTD Board Director Larry Gonzalez and two former vandals who used to graffiti RTD buses. During the event, 35 youth offenders who are currently assigned to Probation Department work camps were busy removing graffiti from District buses.

A year in the making, the program is a joint effort by RTD and the Los Angeles County Probation Department to rid buses of



Four youth offenders who are part of a joint RTD-Los Angeles County Probation Department program work daily at locations scrubbing RTD buses clean of graffiti.

vandalism and graffiti. Each weekday three dozen teen offenders from juvenile work camps in Santa Clarita, Tujunga and Sunland spend six hours removing graffiti from RTD buses. The offenders, ranging in age from 16 to 18, are divided into four work crews and are driven by Probation Department personnel to various locations.

Each crew cleans an average of 120 buses a day. Last month a crew cleaned 200 buses in one outing.

"Probation is always ready to participate in those efforts that provide assistance to the community in general," said L.A.

County Chief Probation Officer Barry Nidorf. "This cooperative effort with RTD is ideal because the community benefits with cleaner buses, RTD benefits with a low-cost graffiti removal program, and the Probation Department benefits with the inclusion of a cost-effective sanction in the rehabilitative efforts."

The crews on the weekdays are composed of young men, while the two crews working on Saturdays and Sundays are co-ed.

Damage from graffiti and vandalism to RTD's 2,400 buses has mushroomed to \$10 million a year. This year the re-

ported incidents have spread to outlying areas, particularly the South Bay. In the last several months, RTD's transit police have launched an all-out effort to curb the destruction; in February they nabbed three vandals who damaged property with a value of \$9,000 at Division 3. Also in February, Transit Police arrested a group of graffiti vandals who had moved on to strong-armed robbery.

RTD Director Larry Gonzalez, chair of the Police and Public Safety Committee, added: "I commend the two young men who used to vandalize buses in coming forward. My wish is that

continued on page 9...

SCPMA Recognizes RTD for Excellence in Service

The District was recently presented the Excellence in Service Award from the Southern California Personnel Management Association (SCPMA) for its implementation of an Automated Attendance Monitoring, Tracking, and Reporting System which resulted in cost savings of over \$4 million annually.

This system was developed as a part of the District's extensive Human Resources Management Information System (HRMIS) and the overall TRANSMIS II project, funded under an UMTA grant. The system produced data which appeared in management reports and were used each pay period to reduce employee absences an average of 10 days from Fiscal Year 1986 to Fiscal Year 1989.

This approach to utilizing current timekeeping data in action-type management reports has been shared with over 100 other major organizations throughout the United States who also installed the same HRMIS personnel/payroll software.

Assistant Director of Personnel Alvin Rice along with Payroll Manager Howard Crawford, and MIS Systems Project Manager David Edwards were on hand to accept the award.

"This award was based on the District's ability to recognize a significant situation and formulate an appropriate solution which was implemented by management. It necessitated the constructive



RTD Assistant Director of Personnel Alvin Rice (right) accepts the Southern California Personnel Management Association Excellence in Service Award on behalf of the RTD from SCPMA President Chris Burch at an awards ceremony held at the Kellogg West Conference Center at Cal Poly, Pomona.

assistance of numerous employees to achieve a high level of success," said Assistant Director of Personnel Alvin Rice.

"I appreciate the outstanding leadership and both individual and team work efforts of John Richeson, Gayel Pitchford, Leilia Bailey, Rich Davis, Howard Crawford, and Dave Edwards and his MIS team to this project," said Rice.

The Southern California Personnel Management Association is composed of representatives of public agencies including the State of California, southern California counties, numerous cities, and school districts, and a number of special districts. Both Director of Personnel Gayel Pitchford and Assistant Director of Personnel Alvin Rice have previously received the prestigious Emery E. Olson Award from SCPMA for their outstanding contributions to the personnel management profession.

... RTD-County Probation Graffiti Program

... continued from page 8 every youth could talk with them, and understand that the continued destruction of property is a road to nowhere."

Cost of the cleaning program, which includes supplies, supervisory probation personnel, transportation, and other administrative costs, is \$250,000.



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Seminars are one hour in length, are held every second Monday of the month, and cover the important decisions you have to face regarding your retirement from the RTD. We strongly recommend that both you and your spouse attend. Please call ahead to reserve a space at the Seminar and for directions. The Seminar is free, there is no obligation.

Luis Alcantar – He’s Looking Out for You!

He couldn't believe what he had seen. It shocked him, then it made him angry, so angry that he had to do something about it.

What TOS-VO Luis Alcantar witnessed was a tragic hit-and-run incident that left two young children seriously injured, one of them suffering irreparable brain damage. The two girls were walking in a marked crosswalk on the afternoon of October 11, 1989.

"I'll never forget it," said Alcantar. "It was a hot day. I was traveling south on Central Avenue in my unit checking out the bus zones, benches, and the buses...you know, business as usual. Then I heard this loud noise." He turned and saw a vehicle going north hit two little girls, Ana Torres, 11, and Maribel Lenderos, 9.

"One girl flew to the side and the other fell in front of the car. I saw him take off, then I took off after him going west on 28th Street." He called in to the dispatcher for police assistance and read off the suspect's license number.

"I honked at him, but he kept on going. At 27th Street and San Pedro, he slowed down and I pulled in front of the car. I got out of the car and told them to get out of their car. I had them both sit on the ground with their hands on top of their head." Within a few minutes police officers from Los Angeles Unified School District, Transit Police, and LAPD arrived.

"I did it because I was

so angry to see these little girls get hit and this SOB take off. It wasn't fair. Later on I realized that something could have happened to me. I had no way of knowing whether or not they were armed. My knees turned to jelly when I thought about it later."

He followed the LAPD back to 28th and Central to assist in the accident report. One of the girls had suffered a broken shoulder

about it, it gets me upset. I'm glad the perpetrator was apprehended. If I hadn't acted chances are that he never would have been." Over the years, Alcantar has seen many things not only as a driver but as a TOS that he'd probably like to forget. As an OWL supervisor, he had the opportunity to observe the night life on the streets of Los Angeles. "There were times I worked with

ence in all of these departments has helped me greatly. I've been able to put my knowledge to work." Eventually, Alcantar hopes to move up into the managerial ranks of Transportation at the division level.

In November, 1989, Alcantar testified in municipal court and identified the suspect. LAPD Chief of Police Daryl Gates formally commended Alcantar for his assistance with the apprehension, filing of charges, and the prosecution of the suspect. Thanks to Alcantar the suspect was held to answer for felony hit and run.



TOS Luis Alcantar cared enough to risk his own life when capturing two hit and run felons.

bone, while the other sustained brain damage.

"I saw the suspect's vehicle after the accident. The front hood and grill were smashed in, shows you how fast he was going when he hit them. Must have been close to 45 mph. It's a miracle he didn't kill them."

Alcantar realizes that blocking their car was a little risky, "but had I not I may have lost them. I thought about my own kids...That's the main thing, you think about your children. When I think

film crews who required traffic diversion so that they could do their work. Metro Rail and the light rail projects start working at night, so lots of traffic is diverted, a lot of logistics have to be arranged."

After 8 years of driving, Alcantar became a TOS in Instruction. He accepted the challenge of the two-year management development program that moved him into Division Dispatch and Vehicle Operations. Recently, he requested cross-training in Communications. "I feel my experi-

Walk-a-Thon

by Paul Lonquich

May 16 will be the date for the "Put Your Right Foot Forward" walk-a-thon. This walk is part of the new Employee Health and Fitness Day proclaimed by Mayor Bradley. RTD will host a "watering hole" from 11 a.m. until 2 p.m. at the RTD 4th Street entrance for the two mile walk. Plan to participate or plan to help man our table. Contact Paul Lonquich at 972-7159 for the details.

Grab your lunch and a friend, and join us!

Bright Ideas Do Pay Off

by Barbara Olson

Have you ever thought of a better way to do a job? Can you think of ways to make your job safer? Are there ways to economize, such as reducing time or materials losses? Put your ideas to work and you may earn a cash award.

The District has had an Employee Suggestion Program for over five years. Ideas which are implemented and provide a cost savings are eligible for cash awards. In 1989, the District paid a total of \$7,580 to ten employees, who submitted ideas saving an estimated \$1,190,000. Cash awards are based on 10 percent of estimated first year savings, up to a



Facilities Maintenance Director Ed Walsh presents an employee suggestion award and a check for \$840 to Property Maintainer George Pelley (right). Mr. Pelley suggested replacing the rug strips used to wash the tops of buses as part of the bus washer. Mr. Pelley devised a way to create a continuous piece of carpet attached to a pipe or tube which slides onto the mop assembly. This improvement will result in an estimated cost savings of approximately \$8,400.

maximum of \$1,000.

If you have an idea, fill out the suggestion form and send it to the Personnel Department. Your idea will be evaluated by the Suggestion Evaluation Committee and will be confidential.

Suggestion forms and program brochures are available at every work location and Headquarters cafeteria. The program brochure lists several types of suggestions which are not eligible for consideration. Ideas which are part of your normal work assignment or which have been considered by management are not eligible. Statements of problems or complaints without a

continued on page 12 . . .



Director of Customer Relations Robert Williams (left) and Telephone Information Manager Elfriede Becker (right) present an employee suggestion award to Information Operator Carmen Trautman (center). Ms. Trautman suggested her department coordinate with Marketing to obtain copies of all printed material posted on the buses and display this material on a bulletin board in Telephone Information so the operators would be able to address inquiries on the various promotional programs and services offered by RTD. She was rewarded with a check for \$50.



The Equipment Maintenance Department presents employee suggestion awards to CMF Mechanics John Hughes, Denis Perumean, and Jose Covarrubias. From left to right are Mark Beauchamp and Mike Bottone of the Employee Suggestion Committee, Dave Lane, Frank Humberstone, Ken Miller, and Equipment Maintenance Director Rich Davis. All three mechanics contributed to the development of a tool to remove engines from coaches. Removing the entire engine saves numerous man hours each time an engine needs to be replaced. The tool works with a fork-lift and can save 40 hours of time for each engine removed. Savings have been estimated to exceed \$15,000 per year. The three employees split the \$1,000 award.

... Bright Ideas

... continued from page 11

reasonable cost-saving solution are also not eligible.

Your idea does not have to be limited to your department or work section. Many innovative ideas come from employees who have had the opportunity to work several positions or come in contact

with many departments. However, the suggestion committee cannot do research for you. Your idea must be ready for approval and implementation when you submit it. If additional information is needed, you will be contacted by the Suggestion Program Coordinator.

Rubes

By Leigh Rubin



"I certainly hope you don't use this as a convenient excuse to start smoking again."



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COMMENDATIONS



Division 3's Alberto D. Velasco was chosen the Transportation Operator of the Month for February. Alberto was hired by the District on May 6, 1974. He was assigned to Division 7 for the first year of employment, and then assigned to Division 3 where he has remained for 14 years. During his fifteen years of service, Alberto has maintained an outstanding overall record and has earned 90 merits, the maximum number possible. Alberto has had only two missouts, and been sick only three times during the 15 years that he has been with the District. He received the Manager's Award in July 1987 and he has earned a 13-year safety award. Alberto is a devoted family man. He resides in Glendale with his wife of 35 years, Adelina. They have two adult sons and four grandsons. During his time off, Alberto enjoys spending time with his grandsons. Alberto attributes his excellent attitude and work ethic to his love for fellow co-workers and his real desire to provide the best possible service to the public. Operator Alberto Velasco is truly an asset to the District in every sense.



Electrician Art Siemens, an asset to the Facilities Maintenance Department, was chosen its Employee of the Month for February. Assigned to the Division 2 regional shop, he is responsible for the repairs and preventive maintenance at Divisions 1, 2, 3, 4, and 7. He has been with the District since November 1986 and has an excellent attendance record. In the short time that he has been at Division 2 he has started a training program for his crew, and has made some major improvements in our lighting service for all of the divisions. During the month of February he has worked very closely with his crew to make improvements in the early detection of any problems, and the overall performance of the preventive maintenance program. His extra efforts in the performance of his duties are an excellent example for any employee to follow, and he certainly deserves to be recognized for his dedication to the organization.

continued on page 14 . . .

... Commendations

... continued from page 13



Connie Williams was presented with an award and a \$100 check in recognition as the OCPM Clerk of the Quarter for the fourth quarter of 1989 by OCPM Director Paul Como. Ms. Williams is a hard working, conscientious employee with a high level of productivity and a minimum error rate. Her helpful attitude, knowledge, and her perfect attendance are instrumental in aiding her work section to meet its goals in an outstanding manner. Ms. Williams was also presented with her 10-year service award pin.



Liliana Chavez was selected Information Operator of the Month for February. Liliana has been with the District since January of 1986. She has established herself as a courteous and conscientious employee; a definite asset to the District as well as the Information Department. Liliana was also chosen Operator of the Month twice before. She is so proficient in her job duties, that when the need arises, she helps as a temporary Information Supervisor. Her hobbies include raising her four children and practicing gourmet cooking.

... Commendations

... continued from page 14



Golden Anchors Aweigh for the RTD! Director of Personnel Gayel Pitchford, an active reservist with the U.S. Navy was recognized on March 17 for innovations she implemented in her unit, NR NTCC Pearl Harbor 119, that contributed to a high retention rate among her staff. The innovations included "people programs" such as recognition awards and family days that paid tribute to the ongoing support and sacrifice made by families when one of their members is actively involved in the Reserves. The presentation of the Golden Anchor Award to Ms. Pitchford was made on Naval Reserve Appreciation Day in Long Beach at the Naval and Marine Corps Reserve Readiness Center. Ms. Pitchford was also recently promoted to the rank of Commander. In addition to the Golden Anchor Award, Rear Admiral David A. Janes presented RTD Treasurer Thomas Rubin with a certificate of appreciation from the Department of Defense's National Committee for Employer Support of the Guard and Reserve for his continuing support of the men and women in the Guard and Reserve Forces. Pictured from left to right: USNR Capt. Donald Houser, Gayel Pitchford, and Thomas Rubin.

C PUBLIC COMMENDATIONS

Thanks for a Job Well Done!

Division 3201

Daughtrey, James
Montoya, Amadeo
Schlumpf, R.W.

Division 3203

Anderson, Tommy
Banks, Rosie
Randle, Willie

Division 3205

Brown, Frances A.
Grande, Jose
Martinez, Carlos
Shamsed-Deen, John T.
Williams, Germaine

Division 3206

McConago, Delores
McNeel, Gwendolyn

Division 3207

Bobadilla, Cruz
Brizuela, Miguel A.
Jones, Steven
Gilbert, Presnell C.
Hallowell, Raymond

Division 3208

Anderson, Karen
Bryant, Kimberly
Maloney, Richard J.
Russell, William
Schmidt, Leonard

Division 3209

Hubler, Loren H.

Division 3210

Saiz, Richard A.
Shorters, Jimmie
Teran, John

Division 3212

Baker, James
Cuellar, Frank
Gandara, Adam

Gavurnik, Daniel
Hesler, Michael
Monaghan, Patrick
Radu, Liviu
Symons, Joseph A.
Division 3215
Berkowitz, Carl
Doss, O.D.
Harvell, Elizabeth A.
Kalaw, Joseph
Mia, Nasir
Sanchez, Michael
Vidana, Claudio
Williams, Barbara
Division 3216
Aleshire, Dale K.
Cordero, Francisco
Lewis, Ora
Slaughter, Wallace
Division 3218
Creer, Ronald

Dear RTD:

My first bus ride in L.A. was November 1932; right after the Olympics, the day that FDR defeated Hoover for the presidency. The metal tokens for a bus ride were 10 for a dollar.

I am still riding the RTD at the age of 77, happy and healthy. 58 years of bus riding, and still enjoying my work!

For the first time of writing the RTD, it is to compliment one of your drivers, Kimberly Bryant. This young lady is so well groomed and courteous she is certainly a credit to the RTD. Plus, she drives so smoothly that the ride on

continued on page 16...

... Public Commendations

... continued from page 15

the #420 is a good way to start the day at morning.

Although, I do not speak to her except to say good morning, I hope that her supervisors may some day give her an extra pat on the back.

Thanks for the 58 years of riding,

Walter K. Illing

Dear RTD:

I want to commend one of your drivers, O.D. Doss. I am quite blind. When I got on bus 180 or 181 in Glendale. He told me to take my time. He even reached his hand to help me safely to my seat. Thank him please.

B. Van Meter

Dear RTD:

This letter comes from my heart. My mother and I decided to ride the bus from Union Station down Wilshire to Westwood Blvd. We were picked up by a clean bus with a smiling driver. His name was John Teran on line 320.

We sat in the first two seats, right in front. Two young girls, one from Germany and the other from Holland were with us. John Teran was like a father to us. He was cheery, smiling, helpful, and intelligent. We all felt like we were being treated like royalty, like special visitors.

We want to compliment you on your clean bus, in excellent condition. But more important, we want to compliment John Teran for his professional and excellent work. He greeted

everyone with a smile, helped older people with their needs; was always cheery and informative. He is a man who is proud of his work and does it to the best of his ability. He made our trip a special event and gave us memories we will cherish for the rest of our lives. We saw Los Angeles in special way because of him.

Thank you for our "excursion" with such a wonderful man as John Teran.

Sincerely,

Jan Holland and June Holland, my 91-year-old mother

Dear RTD:

This is not the first time I have written to you in praise of one of your bus drivers. In December 1988 I commented on the professionalism of another operator. I am a firm believer in giving praise where praise is due.

This letter is to tell you how much I enjoy my RTD bus ride every Monday, Wednesday, and Friday mornings with John Shamsed-Deen. He is kind, courteous, and has the welfare of his passengers at the top of his list. He is the only driver I've ever encountered in 40 years of riding the RTD who speaks out saying "This is a senior citizen. Someone please get up and give her a seat."

I am an 80-year-old semi-invalid and go three mornings a week all the way from Florence Avenue and California Street to the end of the 111 line in

Whitwood Center in Whittier. I go for water therapy at Imperial Spa for my severe osteoarthritis since the closing of the nearby Jack Lalanne spa at Florence and Downey in 1988. There have been dozens of drivers during this period of time and John Shamsed-Deen comes nearest to consistently being almost on time each morning. He is cheerful, careful, and a joy to be around. Not only is he a very good driver but he is a true Christian gentleman. It would be wonderful if you had more drivers like him.

Sincerely,

Mrs. Anna M. Kennedy

Dear RTD:

I am currently a law student at Southwestern University School of Law, this will be a brief note exemplifying my sincere appreciation for a thorough and precise operation the RTD has become; for two reasons. The first is the RTD's efforts to serve Southern California professionally and efficiently is patently obvious, and it is a pleasure to be a customer of an organization that truly serves the public.

The second reason ties to the first. Today, I experienced something for which I care not to have to endure again. I had left my pouch on one of the bus lines, and that pouch contained all my credit cards, check-book, identification, other important material, and my college/vocational bus pass. When I boarded the Culver City

bus line, I realized that I had lost it. I notified the RTD dispatch, and they were extremely helpful in locating the pouch.

I had spoke with Dispatcher #2 and he connected with bus 2570 which was driven by Jose Grande at 9:43 a.m. The dispatcher told me to sit tight and that the bus would be returning past Overland/Culver at 11:20 a.m. with the pouch because they found it. At approximately 11:20 a.m. the bus returned and in the front window was the pouch with Jose driving.

The others who ride the transit system are good people, and the system's preciseness is thoroughly appreciated. Thank you again for the end to a relieving weekend, and I will continue to enjoy the opportunity of inexpensive, convenient, and liability-free transportation.

Sincerely,

Todd D. Rubinstein

Dear Mr. Anderson:

I want to personally thank you for arranging for the double-decker RTD bus that visited Covina Elementary School, February 20, 1990, to help us celebrate the 100th day of the school year.

This was a busy day for me as you know as we used the 100th day of school to help students understand the mathematical concept of zero and place value by utilizing the 100th day of the school year. Something as dramatic as a RTD

continued on page 17...

... Public Commendations

... continued from page 16

double-decker bus helped to visually cement that concept, as well as to help us also promote the "Say No to drugs, graffiti, and gangs," concept to our kids.

We appreciated the loan of the bus and we certainly appreciate your continuing support as a parent. You truly exemplify the spirit of community service and have demonstrated one aspect of good parenting. The RTD is fortunate to have you as an employee.

Thank you again.

Your truly,

R. H. Iannone, Ed.D.

Principal

Covina Valley School District

Dear RTD:

I highly praise and appreciate your decidedly kind and courteous employee, James Daughtrey, of Division 18 on the 17 line.

I have been a continuous rider for 11 months and have noticed there is no circumstance that he would not put his life on the line for his passengers.

Examples:

1) Stopping fights between passengers to assure safety for the other passengers.

2) Shattering of the front window glass on him and the passengers, while still maintaining control of the bus.

3) Accepting rudeness and threats from overbearing passengers.

4) Unknown substances thrown on him by uncaring passengers.



A call was made to the Community Relations Department to enlist their help in putting on a Bus Day for the second grade class at the Covina Elementary School. Manny Hernandez responded to the call assuring Operator Tommy Anderson that he would do what he could to bring this about. Ms. Nell Soto got in touch with Mr. Anderson and they made history for the second graders at Covina Elementary.

A shiny, clean double-decker bus was dispatched to the school. Ms. Nell Soto and Mr. Anderson were waiting for its arrival. The entire class was treated to a tour of the bus and a briefing on how to use the bus service. Ms. Soto spoke to the children about good citizenship and cited some of the problems we have

such as vandalism and graffiti. Mr. Anderson said all of the children really enjoyed the Bus Day. Mr. Anderson received a letter from each of the class members expressing their appreciation for the visit. Mr. Anderson's stake in this? He has a son in the second grade at Covina Elementary and he is a volunteer parent at his son's school. "I just thought it would be a nice thing to do for these children, after all they are our future riders," said Anderson. The teacher, Mrs. Dye wrote a nice letter stating that the RTD's Nell Soto and Tommy Anderson had made their 100th Day of the school year extra special. Anderson holds copies of the affectionate letters from the students. (Submitted by Division 3 Cable News Editor Dick Presnell).

In viewing all of these problems, I feel safe being a passenger at anytime on his bus.

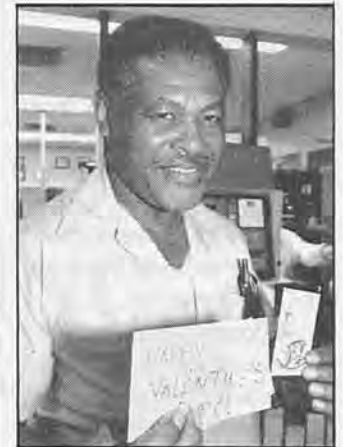
Congratulations RTD for hiring such a gentleman of his caliber.

Sincerely,

Ms. Mary A. Walton

Division 9 Operator Lloyd Jennings drives the 176 line that travels though Cypress Park picking up and delivering children to school each day. As they alight his bus they never exit without

telling him to "have a good day." Jennings deeply feels that these kids are the greatest students that have ever ridden his bus. And



Lloyd Jennings

the feeling appears to be mutual. During the holidays, the children always present him with handmade greeting cards. He got several Valentine's Day cards from his big fans in February. "I treat them all the same," said Jennings. "I treat them the way they want to be treated. They know I watch out for them. If anyone dares to bother them they know to tell me and we'll get a black-and-white out there to investigate." The care and vigilance seems to work both ways. Recently, Jennings reported, some vandals entered his bus with markers in hand, "But my passengers took the markers from the vandals and gave them to me," he said, very pleased. The children tell him they feel happy going to school with him in the morning and they thank him for being their bus driver.

SCHEDULE CHANGES



Adams, Joseph C., from Equal Opportunity Representative to Senior Equal Opportunity Representative.

Agosto, Joshua, from Transit Police Officer Trainee to Transit Police Officer.

Aguilar, Teresa, from Secretary to Word Processor Operator.

Aikens, Gwendolyn Y., from Storekeeper to Bus Operator Part-time.

Arteaga, Jose L., from Mopper Waxer to Janitor.

Austin, Linda L., from Secretary to Equal Opportunity Representative.

Balatbat, Gina M., from Senior Secretary to Staff Aide.

Barajas, Lauriano O., from Bus Operator Part-time to Bus Operator Full-time.

Beltran, Richard N., from Cash Clerk to Cash Clerk/Mopper Waxer.

Bernadino, Jens B., from Electronic Communications Technician to Electronic Communications Technician Leader.

Brass, Christopher, from Bus Operator Part-time to Bus Operator Full-time.

Brown, Arthur L., from Schedule Maker II to Scheduling Systems Analyst.

Burns, Walter, from Bus Operator Full-time to Train Operator Full-time.

Burton, W.H., from Bus Operator Full-time to Train Operator Full-time.

Campos, Louis R., from Electrician to Electrical Maintenance Supervisor I.

Castillo, Natividad R., from Bus Operator Full-time to Train Operator Full-time.

Chu, Kuoc L., from Bus Operator Part-time to Bus Operator Full-time.

Clary, Arthur L., Bus Operator Full-time to Train Operator Full-time.

Creal, Daniel P., from Bus Operator Full-time to Train Operator Full-time.

Davidson, Richard, from Information Clerk to Ticket/Information Clerk.

Davis, Jacqueline P., from Bus Operator Part-time to Bus Operator Full-time.

Davis, Laura J., from Bus Operator Part-time to Bus Operator Full-time.

Delafuente, Gary R., from Typist Clerk to Cash Clerk.

DeMascio, Frank, from Bus Operator Full-time to Train Operator Full-time.

Diaz, Connie Y., from Mechanic B to Mechanic A.

Dukes, David L., from Bus Operator Full-time to Train Operator.

Duncan, Scott D., from Bus Operator Full-time to Train Operator Full-time.

Duong, Lelan T., from Typist Clerk to Clerk.

Gaines, Steven E., from Information Clerk to Equipment Records

Specialist.

Garcia, Daniel, Stock Clerk to Bus Operator.

Genova, Jaime L., from Mechanic B to Mechanic A.

Gomez, Youry G., from Bus Operator Part-time to Bus Operator Full-time.

Green, Thurmon A., from Bus Operator Full-time to Train Operator Full-time.

Haney, Cecelia M., from Ticket Clerk to Equipment Records Specialist.

Heller, Axel C., from Digital Technician to Electronic Communications Technician.

Henry, Arthur J., from Planner to Senior Planner.

Houston, Gregory, from Bus Operator Full-time to Train Operator Full-time.

Howard, John L., from Bus Operator Part-time to Bus Operator Full-time.

Hudson, Maxwell F., from Bus Operator Part-time to Bus Operator Full-time.

Ibarra, Daniel, from Radio Dispatch Manager to Operations Control & Services Superintendent.

Ibarra, Dora I., from Bus Operator Part-time to Bus Operator Full-time.

Izquierdo, Guadalupe G., from Janitor to Mopper Waxer.

Jackson, Kathryn M., from Programmer to Programmer Analyst.

Jiles, Lindsey L., from Storekeeper to Stock Clerk.

Jimenez, Alvaro R., from Bus Operator Part-time to Bus Operator

Full-time.

Johnson, Thurmond L., from Assistant Director of Contract, Procurement & Material to Assistant Director of Program Management Center.

Jourdan, David M., from Bus Operator Full-time to Train Operator Full-time.

Kangaroo, Afshin, from Scheduling Systems Technician to Programmer.

Lebrija, Ana M., from Clerk to Equipment Records Specialist.

Lewis, Lowell B., from Bus Operator Full-time to Train Operator Full-time.

Libretto, Joyce J., from Programmer to Programmer Analyst.

Lister, Yandell C., from Bus Operator Full-time to Train Operator Full-time.

Lumpkin, Catherine T., from Bus Operator Part-time to Bus Operator Full-time.

Martin, Kerry H., from Bus Operator Full-time to Scheduling Applications Technician.

McDowell, Jacqueline A., from Cash Clerk to Equipment Records Specialist.

McNeel, Gwendolyn, from Bus Operator Part-time to Bus Operator Full-time.

Medina, Luis M., from Bus Operator Part-time to Bus Operator Full-time.

Merino, Guillermo, from Bus Operator Part-time to Bus Operator Full-time.

Mladinich, Phillip C., from Schedule Checker to Schedule Checker Supervisor.

Mori, Dennis S., from Architect to Senior Architect.

Nguyen, Si I., from Service Attendant to Mechanic C.

Noflin, Byron J., from Bus Operator Part-time to Bus Operator Full-time.

Owens, Robert E., from Bus Operator Full-time to Train Operator Full-time.

Ortega, Ana R., from Bus Operator Part-time to Bus Operator Full-time.

Perdon, Albert H., from Assistant General Manager, Planning & Public Affairs to Assistant General Manager, Transit Systems Development.

Perryman, Larry T., from Mopper Waxer to Utility A.

Pettigrew, Tracy L., from Bus Operator Part-time to Bus Operator Full-time.

Prince, Mark C., from Information Clerk to Equipment Records Specialist.

Ramirez, Susan, from Bus Operator Part-time to Bus Operator Full-time.

Rizkallah, Youssef, from Bus Operator Full-time to Train Operator Full-time.

Romero, Carmelita C., from Senior Secretary to Legal Secretary.

Romo, Juan, from Bus Operator Part-time to Bus Operator Full-time.

Roque, Joseph R., from Bus Operator Full-time to Train Operator Full-time.

Rosales, Glenn A., from Mechanic B to Mechanic A.

Ruiz, Jesus O., from Bus Operator Full-time to Train Operator Full-time.

Safer, Charles M., from Assistant Counsel to Associate Counsel.

Sanders, Sharon G., from Assistant Counsel to Associate Counsel.

Saavedra, Peter Y., from Bus Operator Full-time to Train Operator Full-time.

Sanchez, Victor M., from Bus Operator Part-time to Bus Operator Full-time.

Saucedo, Inez P., from Bus Operator Part-time to Bus Operator Full-time.

Savage, David L., from Training Coordinator to Senior Training Coordinator.

Sealey, Trudy, from Information Clerk to Equipment Records Specialist.

Shorts, Rhodney E., from Bus Operator Full-time to Train Operator full-time.

Simon, Jesse A., from Policy Analyst to Senior Planner.

Singer, Vinton, from Subrogation Claims Assistant to Equal Opportunity Representative.

Stamm, Ronald W., from Assistant Counsel to Associate Counsel.

Stewart, Delicia R., from Bus Operator Part-time to Bus Operator Full-time.

Stockton, Warren R., from Bus Operator Full-time to Train Operator Full-time.

Swinton, David, from Bus Operator Full-time to Train Operator Full-time.

Sy, Cynthia, from Drafting Technician to Senior Drafting Technician.

Tee, Whimbin V., from Programmer to Pro-

grammer Analyst.

Tellez, Danae E., from Information Clerk to Equipment Records Specialist.

Tetley, Bert J., from Bus Operator Full-time to Train Operator Full-time.

Vickers, Hillard, from Bus Operator Full-time to Train Operator Full-time.

Villard, Dennis L., from Bus Operator Full-time to Train Operator Full-time.

SHIFTING GEAR



Bailey, Albert, began with the District on November 12, 1966, retired as a Bus Operator on February 28, 1990.

Brown, Eddie, began with the District on August 24, 1959, retired as a Mechanic A Leader on February 28, 1990.

Caldito, Johnny V., began with the District on June 17, 1971, retired as a Mechanic A on February 28, 1990.

Cole, Rita Z., began with the District on January 12, 1967, retired as a Ticket/Information Clerk on January 17, 1990.

Cupid, Benjamin F., began with the District on October 2, 1978, retired as a Bus Operator on March 10, 1990.

De La Hoya, Eva, began with the District on March 2, 1964, retired as a Data Entry Operator on February 28, 1990.

Wadlington, Walter, from Bus Operator Full-time to Train Operator Full-time.

Wallace, Carmen D., from Typist Clerk to Security Recorder.

Ward, Devorahn, from Information Clerk to Accounts Payable Clerk.

Wielandt, Bryan, from Storekeeper to Stock Clerk.

Winston, Michael W., from Stock Clerk to Truck Driver/Clerk.

Delgado, Frank V., began with the District on January 29, 1959, retired as a Bus Operator on February 28, 1990.

Hughes, Ora L., began with the District on March 18, 1976, retired as a Bus Operator on June 18, 1989.

Johnson, D., began with the District on February 10, 1956, retired as a Bus Operator on February 18, 1990.

Johnson, Thurmond L., began with the District on August 20, 1984, retired as an Assistant Director of Program Management on February 28, 1990.

Kobashigawa, Charles S., began with the District on January 17, 1974, retired as an Electronic Communications Technician on February 28, 1990.

Louie, Jim H., began
continued on page 20 . . .

... Shifting Gears

... continued from page 19

with the District on January 7, 1980, retired as an Architect on January 17, 1990.

Martinez, Louis, began with the District on May 30, 1978, retired as a Bus Operator on February 28, 1990.

Mayes, James, began with the District on August 23, 1983, retired as an Electrical Maintenance Supervisor I on March 3, 1990.

Meadows, Jimmy A., began with the District on December 22, 1972, retired as a Bus Operator on February 28, 1990.

Miller, Edith M., began with the District on September 11, 1972, retired as an Information Clerk on February 3, 1990.

Miller, Richard T., began with the District on February 28, 1958, retired as a Schedule Checker on March 17, 1990.

Minor, Frank, began with the District on February 16, 1976, retired as a Bus Operator on February 28, 1990.

Neill, Elena, began with the District on January 20, 1970, retired as a Division Stenographer on July 20, 1989.

Proctor, Charles P., began with the District on March 9, 1967, retired as an Electrician Helper on March 18, 1990.

Randall, Richard D., began with the District on April 11, 1956, retired as a Bus Operator on January 31, 1990.

Reichert, Joseph V., began with the District on

August 25, 1958, retired as a Bus Operator on February 26, 1990.

Rorman, Don L., began with the District on October 19, 1963, retired as a Schedule Checker on February 28, 1990.

Small, William R., began with the District on August 25, 1955, retired as a Transit Operations Supervisor on February 28, 1990.

Tapia, Rudy, began with the District on June 1, 1959, retired as a Mechanic A on June 1, 1989.

Taylor, Foster D., began with the District on February 4, 1967, retired as a Bus Operator on February 28, 1990.

Thomas, Mae S., began with the District on November 10, 1978, retired as a Service Attendant on September 14, 1989.

Washington, Fred, began with the District on February 9, 1955, retired as a Mechanic A on February 17, 1990.

Wyatt, Curtis J., began with the District on February 2, 1959, retired as a Bus Operator on February 28, 1990.

In Memoriam

Brown, Paul W., began with the District on March 19, 1925 as an Equipment Superintendent, passed away on September 24, 1989.

Castro, Felicitas J., began with the District as a Secretary on January 23, 1990, passed away on February 10, 1990.

Dally, Maurice E., began with the District on May 15, 1928, as a Bus Operator, passed away on February 10, 1990.

Esparza, Luis C., began with the District on July 29, 1974 as a Mopper Waxer, passed away on February 16, 1990.

Hetze, Frederick, began with the District on April 14, 1920 as a Bus Operator, passed away on February 13, 1990.

Maag, Leo H., began with the District on September 1, 1919 as a Bus Operator, passed away on September 16, 1989.

Miller, Ralph V., began with the District on October 19, 1942 as a Bus Operator, passed away on February 8, 1990.

Raridon, Wilford, began with the District on February 9, 1942 as an

Accounting Supervisor, passed away on January 11, 1990.

Ritz, Donald, began with the District on November 13, 1943 as a Bus Operator, passed away on December 18, 1989.

Rothermel, Raymond C., began with the District on October 21, 1952 as a Bus Operator, passed away on February 7, 1990.

Rutherford, Riley C., began with the District on February 10, 1944 as a Bus Operator, passed away on February 26, 1990.

Saunders, Roosevelt D., began with the District on July 4, 1960 as a Bus Operator, passed away on March 5, 1990.

Spafford, Helen G., began with the District on January 23, 1946 as a Clerk, passed away on February 1, 1990.

Svonkin, Murraray, began with the District on April 5, 1960 as a Bus Operator, passed away on March 5, 1990.

Walker, Ernest, began with the District on January 18, 1951 as a Bus Operator, passed away on March 14, 1990.

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by Greg Davy, Sr. News Bureau Representative

[For non-operating personnel:] Have you ever wondered what it's like to maneuver 40 feet of bus around a corner? Perhaps your taste lies in running a modern subway or light rail system. Or maybe you yearn for the old days when Pacific Electric Red Cars clattered through the neighborhood, clanging and rocking as it went.

Take your pick—Ed Vandeventer can teach you how to do it.

The skill of operating a Red Car may not seem terribly useful, especially in view of the fact that they haven't run in Los Angeles County for nearly 30 years. But at the Orange Empire Railway Museum in Perris, located about 80 miles east of Los Angeles in Riverside County, there is still a need for Red Car operators.

Vandeventer volunteers about 20 hours a week as the museum's Superintendent of Railway Operations and as Vice President of Museum Services. The museum maintains and runs a fully operational railway system that features Red Cars, Yellow Cars, and a number of other vintage transit and railway vehicles. One of Vandeventer's myriad duties is to teach other volunteers how to work the cars for tourists who pay to ride and remember days gone by.

How did Vandeventer, at the comparatively young age of 48, come to be the instructor of such a special-

ized skill? He believes it all began when he was a "wee lad--and I mean a *wee* lad--in Long Beach," Vandeventer recalls. "There was a bus stop right outside our house. The bus drivers would stop and talk to me. I didn't even have to leave my backyard--I could talk to them over the fence."

This experience kindled an interest in transit that never died. When Vandeventer got his first bicycle, he and his friends would pedal over to a local train yard to watch trains being switched from track to track. He used the Red Cars through his high school years, rarely riding them "just for the sake of riding--there was always a purpose, like going to a museum, or going downtown to shop," Vandeventer says.

He began studying civil engineering, which included transportation issues, at USC in the early 1960s during the period when the Red and Yellow cars were being phased out. Sensing the end of an era was at hand, Vandeventer and some friends pooled their resources and chartered a Yellow Car for an evening of revelry on the rails.

"We yelled and screamed and laughed, and we rode all over the place," he recalls. "I knew we wouldn't be able to do this again anytime soon, if ever. So I wanted one last 'farewell voyage.'"

The railway soon was history, but the memory would stay with Vandeventer for years to come. It



Instruction Superintendent Ed Vandeventer, 48, stands near a fully operational Red Car at the Orange Empire Railway Museum in Perris, where he is Superintendent of Railway Operations and Vice President of Museum Services.

stayed with him through his early years with CalTrans where he worked designing freeways and as a transportation planner. In 1972, he saw his opportunity to keep the old rail cars alive: He joined the Orange Empire Railway Museum, where "I worked as a grunt doing anything that needed doing. I just liked being around the old train cars."

His love of the old rail cars plus a desire to keep a connection with Southern California history eventually earned him the title of Superintendent of Railway Operations at the museum, while keeping his position as Vice President. "Which

means," Vandeventer says with the hint of a sparkle in his eye, "that I report to myself, essentially. I wasn't about to give up the chance to run the cars and teach others about them."

Unlike his much more demanding role as supervisor of RTD's bus operator training, Vandeventer sees his role at the museum mostly as a facilitator. "It gives me pleasure to see younger people learn about L.A.'s transportation history."

Though the various rail rides are set up as an exhibition, Vandeventer runs it as if it was a fully

continued on page 34 . . .

A Day in the Life of Division 8 . . .

Division 8, located in Chatsworth, was formally opened for operation in December 1982. From the level of its 18-acre yard, on a clear day looking to the northwest, there is a breath-taking view of the Santa Susana Mountains.

The yard is located at 9201 Canoga Avenue and is bordered by Prairie Street on the north, Alabama Avenue on the west, and Nordhoff Street on the south. The division's layout is similar to most District satellites containing the requisite Maintenance and Transportation buildings, and, in addition, fare retrieval buildings, fuel and vacuum building, bus washer area, tire shop, and underground fuel storage tanks. The yard was designed to hold 245 buses, but presently contains only 217. It contains a complement of 57 mechanics and 31 service attendants. On the Transportation side there are 348 operators working out of what is affectionately referred to as the "West Valley Transit." The original Division 8 was located at 14557 Sherman Way in Van Nuys. It was formerly a Pacific Electric Railway Company property, subsequently purchased by the Metropolitan Coach Lines in 1953, and is now used as a terminal.

When the Chatsworth division opened it was managed by A. J. Taylor on the bus side and by Milo Victoria on Maintenance. Presently the Transportation Manager is Bill Griffin and the Maintenance Manager is Larry Mansker.

The *Headway* is grateful to Division 8 Steno Diane Collins and RTD Librarian Dorothy Gray who contributed information to this story.

photography by
Mario Neri



Service Attendant Frank C. Nonn on the night shift steamer. Making the job easier for the mechanics, Frank steam cleans the engines and other parts before repair work on them is attempted.

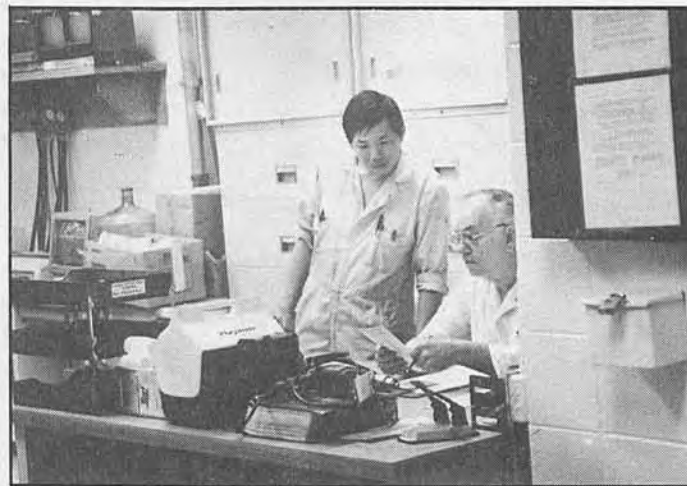


Service Attendant Martha Castillo pulls a coach into the fuel station to be serviced. Martha works the swing shift from 3:00 p.m. to 11:30 p.m. (top)

All the swing shift service attendants stand up to be counted. They include, back row, from left to right: Adam Duncan, Michael Davis, Theresa Baca, Martha Castillo, John Celidonio, Virginia Ruiz, and Hector Solis. Bottom row, from left to right: Donald Walkings and Julio Vargas. (bottom)



Mechanic A Manuel Gallegos tests sensors as part of the overall wheelchair lift repair.



Mechanic A Lam Duong (left) and Supervisor II Bill Mathis confer over a Maintenance Work Card.



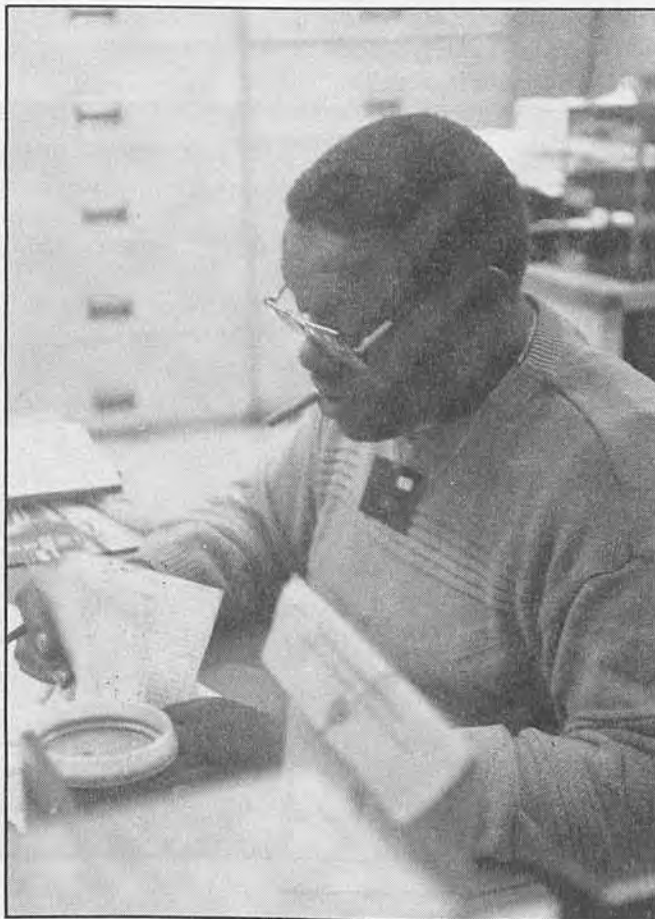
Mechanic A. C. H. Cash carefully and with great intensity replaces the window of a bus.



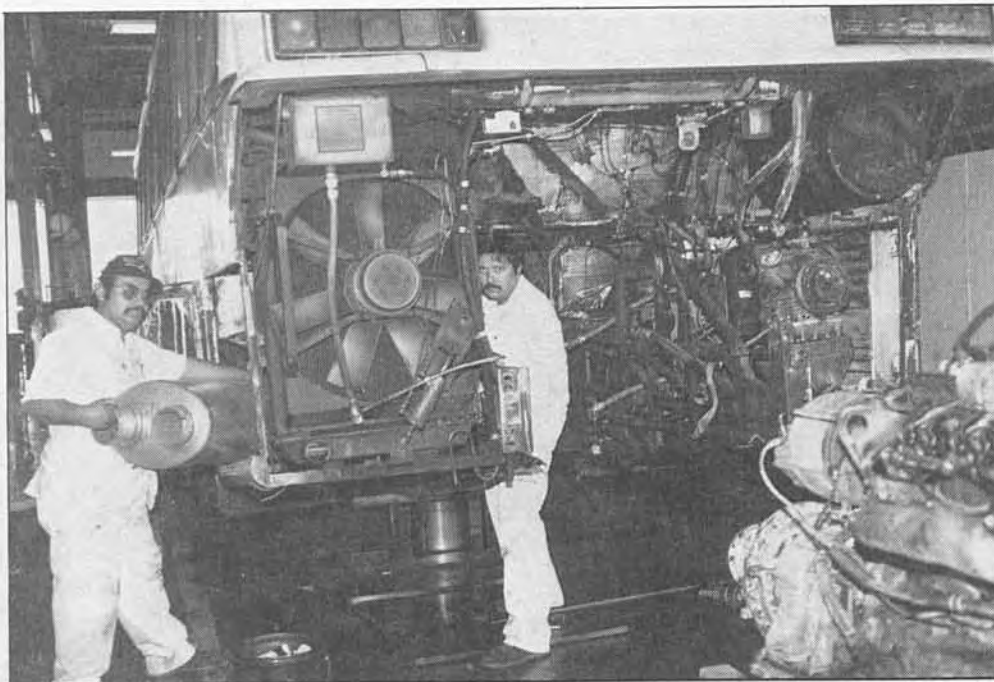
Service Attendant John Celidonio forces out a mountain of trash collected after a day's service. He is using an air nozzle.



Top: Mechanic A Mike Benton (left) trades opinions with Maintenance Supervisor Richard Reams about the condition of the power steering pump reservoir.



Swing Shift Service Attendant Supervisor Le Vernon Moore is deep in concentration over this evening's staffing challenges.



Mechanic A George Martinez (left) and Mechanic A Henry Navera together remove a bus muffler that's just too big for one person to handle.



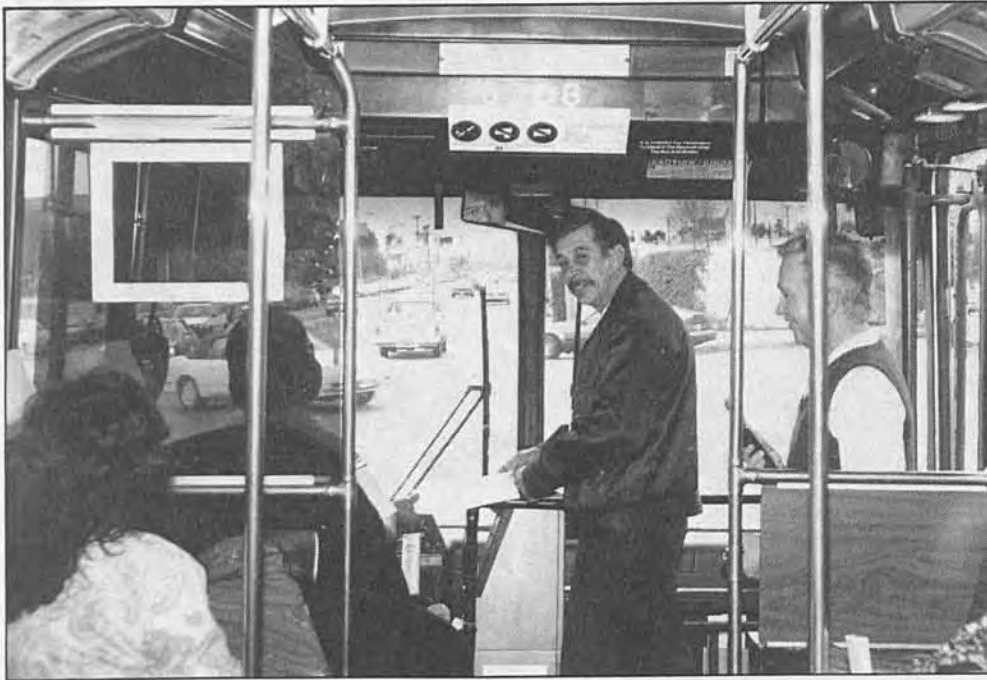
Mechanic A Art Morrell packs rear wheel bearings.



Larry Mansker, Maintenance Manager, (left) arranges some priorities for Maintenance Supervisor Richard C. Reams.



Operator David Hickman follows up his pre-trip inspection by clearing his view through the windshield.



In the driver's seat is Operator Eddie Dizon, Operator Jesus Saldana and Vince Garcia come aboard to offer relief.



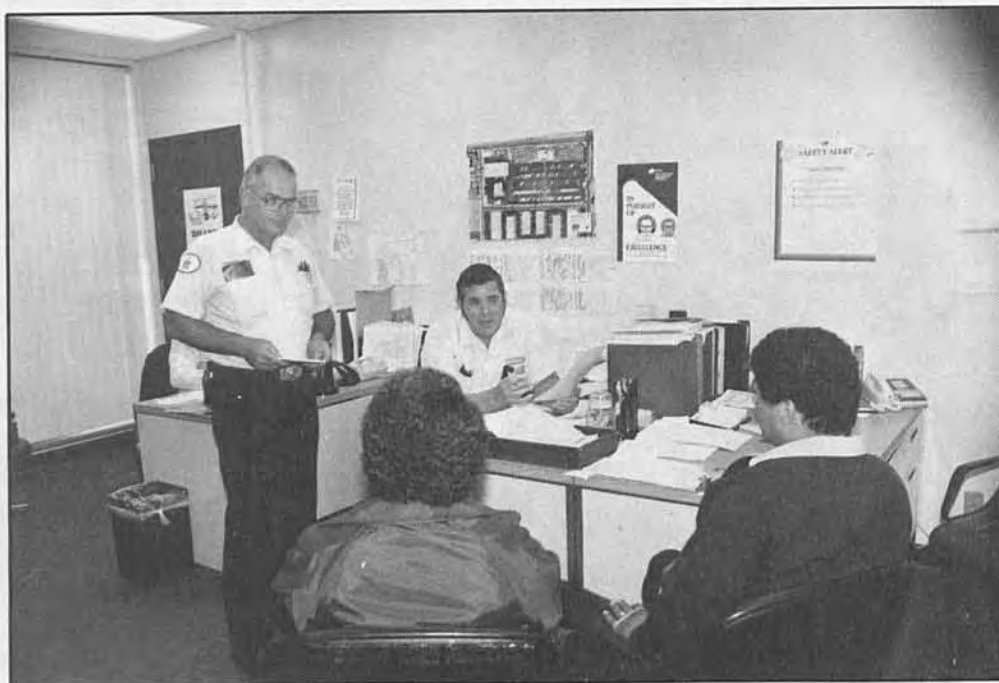
Operator Vince Cayzer shares a good story with the operator he's just relieved.



Operator Cayzer sets up the bus to his tastes before he begins his run.



Staff Assistant Lorene Kelley-Yanuzzi took to the Transportation side of the division, despite the fact that her father, Elton Kelley, was an RTD mechanic for 40 years.



Top: TOS-Instructor Charles V. Colbert (left) and Line Instructor Dollard Dorais give final instructions and tips to rookies Lorean M. Williams (foreground left) and James E. Scott (foreground right).

TOS-Instructor Mel Carnival (left) guides Operator Michael Avalos through proper and safe operation techniques.



Top: Line Instructor Ronald Valdes offers Operator Milagros Vega a refresher course in driving after eight months absence following the birth of her daughter April.

Line Instructor Jim Sherman (left) and Operator Julio Flores (right) enjoy another of the simple pleasures available in the trainroom--telephone conversation.

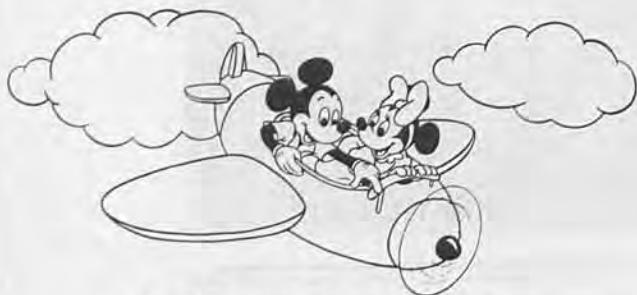
RTD Hosts Houston Transit



Interim Assistant General Manager of Planning and Marketing Gary Spivack and Director of Community Relations Rebecca Barrantes show the visitors from Houston Metro the RTD bus/light rail integration plan which will go into effect this July. From left to right: Spivack, Modelle C. Brudner, Ms. Barrantes, and Alvin Reed.

In early March the RTD Community Relations Department was host to visiting community relations representatives from the Metropolitan Transit Authority of Houston, Texas. The pair had the chance to experience some good old RTD hospitality and the benefit of a tour of RTD divisions, administration, the Metro Rail Red

Line construction sites, and the Blue Line. All that in one week, whew! Talk about a whirlwind tour. The visitors, Alvin Reed and Modelle Brudner seemed awfully impressed with the enormity and complexity of RTD's operation--the Golden State wins one over the Lone Star State.



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Think Rain

by Rufus Francis, Safety Engineering Assistant

After months of relatively dry weather it's finally time to think about driving in rain again. Rain can have a tremendous effect on how both drivers and vehicles perform. Visibility can be reduced, and it is often more difficult to discern road markings. As for vehicles, rain adversely affects their turning and stopping performance. So, what are some precautions we can take to reduce the risks associated with driving in rain?

- Check your vehicle's wipers, lights, defroster, and horn.
 - Make sure your tires have adequate tread and are properly inflated.
 - Use headlights.
 - Reduce your speed.
 - Increase your following distance.
 - Avoid abrupt braking and steering.
- Remember, rain affects both your driving and that of others on the road. So be aware of the hazards, take the necessary precautions, and drive defensively.

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TOMMY DORSEY
MANAGER

... Vandeventer

... continued from page 21

operational rail system. "It has to," he points out. "The equipment doesn't know that it's at a museum. It thinks it's still operating 40 years ago. There still is danger. The person operating them must understand the rule book and attend classes." About 150 volunteer rail enthusiasts take turns at the throttle over a typical year. But Vandeventer's motto as an instructor is: "Volunteer' doesn't mean 'amateur.'"

Ed Vandeventer may not be able to ride a Red Car into the sunset any more as he once could as a boy. But if you saw him at the museum on any given Saturday, you might catch RTD's number one driver instructor helping others relive the Red Car experience he remembers so fondly.

Sometimes, he might even be the lone passenger--one very content man savoring some history he has had a major part in preserving.

Recreational Earphones Can Affect Your Hearing

by Ugbu Kalu, Industrial Hygienist

Employees often request that they be allowed to use stereophones for protection against high noise levels. The logic behind this request is that the Foam Earphones will protect them against unwanted sound while they enjoy the music. This article is therefore designed to present scientific information regarding the inappropriateness of relying on a circumaural radio headset and foam earphones for hearing protection.

A study has been conducted in which the noise reduction of a circumaural radio headset and stereo earphones were compared to regular industrial earmuffs. It was determined that the circumaural devices provided minimally about 20 decibels of noise reduction at high frequencies. In fact, these devices actually amplified the noise at other frequencies. This protection offered by the circumaural devices is inferior to regular industrial hearing protective devices such as earmuffs and earplugs. Also, it has been determined that foam earphones offer almost no protection at all.

The problem associated with the use of the recreational earphones is that since they offer little reduction of noise levels, employees might turn up the music to mask the

industrial noise. The consequences are a significant increase in their noise exposures and a reduction in their ability to communicate or hear warning sounds or alarms.

Employees are therefore discouraged from using recreational earphones in high noise environments (especially at or greater than 85 decibels.)

Even though the music the recreational earphones provide appears to ameliorate boredom and increase productivity, they offer little or no protection and can actually elevate noise exposures.

Cholesterol Screening Results

Twelve divisions and CMF received cholesterol, blood pressure, and pulse screenings during the months of January through March, 1990. The Divisions with the lowest percentage of at-risk cholesterol and blood pressure screenings were Divisions 6 and CMF. The Divisions with the highest percent of at-risk cholesterol and blood pressure screenings were Divisions 9 and 16. The Divisions with the most varied results were 5 and 8. Division 5 had the highest percent of high blood pressure readings, but among the lowest three of the cholesterol screenings. Division 8 had the lowest blood pressure screening results.

Cholesterol Control Fair

Mini cholesterol and cardiovascular fairs will take place during the months of May and June. These mini-fairs will provide bio-feedback stress screenings, written stress tests with scoring information, and handouts related to stress and cholesterol control. Nutrition information and displays to help with cholesterol reduction will be featured. Included will be a section on cardiovascular and heart care to reduce stroke and heart attack risk. It will not be possible to provide a fair at every Division, but sites have been selected close to Divisions which can share a fair. The following Divisions

*Plan to
join the
fun and
learn
ways to
lower your
cholesterol.*

have been selected: Divisions 3203, 3205, 3206, 3207, 3208, 3209 3210, 3215, 3218 and CMF. Division 3201, 3212, 3216, 3202, and South Park, Downey and Vernon Yard are invited to attend the fair most convenient to their locations. Watch for dates and times to be posted on small, but brightly colored posters at your division. Plan to join the fun and learn ways to lower your cholesterol for the "health of it."

Love Your Heart: Walk!

by Luanna Urie, Human Resources Analyst

Each Division will be provided with a measured mile either on Division property, around the outside parameter of the Division, or near the Division. Maps, booklets for record keeping, and charts for display will be provided to Divisions for those interested in improving their body image, their heart and cardiovascular system, and their cholesterol and blood pressure levels.

A number of Divisions have already begun walking for their Heart's health and for cholesterol and weight control. Some results have been impressive. For example a certain maverick manager who shall not be named, has lost over 20 lbs. between New Year's Day and St. Patrick's Day. How? He did NOT diet. He did begin rowing on a rowing machine four or five times a week. It was so easy he is going for another 10 lbs. soon. He recommends El Pollo broiled chicken for lunch. You think increasing your exercise doesn't pay off? You think it's a lot of hard work? Another Division 8 employee has lost 68 lbs. just by exercising regularly while sitting in a chair.

It took a few months, but one Division 3206 employee lost 15 lbs. by walking a couple of miles every day.

Headquarters Staff Comes to Aid of Red Cross

by Luanna Urie, Human Resources Analyst

The March 28, 1990 Red Cross Blood Drive was one of our best ever. While about 15% fewer people pre-registered to donate blood, those who did pre-register, were outstanding in honoring their commitment. Sixty-five percent of those pre-registered participated in the Blood Drive. Usually about 50% of the registrants participate. In addition there were 12 walk-ins who did not pre-register. Thanks to the efforts of department representatives and of the donors, we made our quota of 48 pints with three pints to spare. I also wish to thank those of you who were first-time donors. It is hardest the first time, and you deserve a special thank you. Congratulations to those of you who give so often and so generously. You are the backbone of the blood drive. I also wish to thank the Department representatives who made this drive possible. I wish to thank each and every one of you. A list follows of the RTD employees who gave, or attempted to give blood, on March 28, 1990:

Andrea Sabella
 Vasanth Srinivasan
 Rudi Beuermann
 Joel Woodhull
 Richard Christie
 Paul Burke
 Harvey Paskowitz
 Karan Heit
 Al Moore
 Martha Durazo

Michael Becher
 Robert Hartert
 Larry Morris
 Carol Inge
 Mike Buhlmann
 Brian Hyman
 Anthony Greno
 David Sausjord
 Ruby Johnson
 Peggy Clairborne
 Jesse Simon
 Phyllis Scales
 Terence McMahon
 Shirley Crise
 Marsha Kearns
 Betty Velazquez
 Carol Bethards
 Sue Carter
 Gloria Flucas
 Jon Vandercook
 Abraham Barakat
 James Belcher
 Jodie Little
 Marlene Allen
 Denise Sudduth
 Luanna Urie
 Mark Pradia
 Layla Puente
 Andre Hanna
 Larry Conn
 Yolanda Jones
 Aurora Bahou
 Greg Pitts
 Gerald Surfus
 Frank Sahlem
 Jeannette Guerra
 Denise Diggs
 Marzella Royal
 Yvonne Olivarri
 Carmen Wallace
 Evelyn Martinez
 Cyndy Pollan
 Richard Davisohn
 Hal Storey
 Maria Palomino
 Andrea Smith
 Mary Reyna
 Roger Dames
 Sharon Cooper
 Renaldo Adams
 Suzanne Gifford

It's Deja Vu All Over Again

Division 4 Equipment Maintenance Supervisor Mike DeGhetto has a unique vantage from which to view new rail technology and the old technology that still holds up after all these years. In a recent tour of the Division 4 yard, DeGhetto unveiled the 1989 model of a white GMC track crew truck. With a 2-crew cab, arc welder, air compressor, hydraulic ram, crane, and high railer equipment, the truck will

be used by the Maintenance of Way Section to maintain the Blue Line track and roadway.

Parked behind the track crew truck was a 1946 Utility Manufacturing Co. three-axle trailer purchased by the Los Angeles Transit Lines to maintain the streetcar tracks and roadway. It is the only District vehicle to make the transition from the old rail system to the new.



The 1989 GMC Autocar track crew truck stands ready to do maintenance on the Blue Line.



EMS Mike DeGhetto stands beside a 1946 three-axle trailer used by the Los Angeles Transit Lines to maintain the streetcar tracks.

Paint Ball, Anyone?

A number of RTD employees have discovered the thrill of the relatively new sport of "Paint Ball." The games are modeled after war maneuver games but instead of weapons shooting real or even dummy ammo, the players' weapons spray out a paint ball (which is said to be harmless) that marks the victim as captured or down. It has rapidly become a popular team sport in Southern California. Division 3

operators formed a team they call the "Walking Dead." Their leader is Instructor Manuel Hernandez. On February 24, the group held a game at an area called the "War Zone" in Corona. Afterwards, they enjoyed the spoils of war with a barbecue for themselves and their families. For those interested in finding more about RTD's paint ball games, call Manuel Hernandez at extension 6403.



Division 3's "Walking Dead" paint ball team includes, front row, from left to right: Ricky Botello, Tony Perez, and Mike Tarango. Top row, from left to right: Robert Gullurt, John Nunez, Henry Velasco, Manuel Hernandez, Richard Moran, Al Alderette, and Raul Alvarez.



RETIREMENT DECISIONS: It's Your Money, So Know Your Choices

- How can I make my money last for me and my spouse?
- Should I go with the company plan, or take my money in a lump sum distribution?
- What are some safe investment choices for my money?
- How can I guarantee the return on my retirement money?



"As retirement was approaching we began to worry. We knew we needed some financial counseling. We went to several financial institutions and were shocked to learn of the high price for advice. Then we met Roberta and we said voila! Things began to come into focus for us just the way we wanted, thanks to Roberta"

Carl Jones, retired operator, with his wife Sarah.

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Recent Retirees . . .

Bill Small

TOS-VO Bill Small retired from the District on February 28, 1990 after 35 years of service. Small hired on in 1955 as a bus operator. He was appointed "extra" supervisor at the first of the year in 1970. He was appointed to a regular position the following year. His friends and co-workers prepared a farewell party in his honor in the OCS Department on February 27. Small plans to retire to his home in Bakersfield and busy himself with his hobby of model railroading, that is unless he is on the road. The former road supervisor has a yen to see places where RTD buses don't travel.



Bill Small



Frank Larson

Frank Larson

Risk Management's Safety Specialist Frank Larson retired after 30 years' service on March 28, 1990. Safety Manager Robert Torres presented Larson with a scroll, and Risk Management Director Barbara Anderson presented him with his retirement plaque. Assistant to the General Manager David Dominguez extended best wishes from the General Manager.



Lavona Balliet.

Lavona Balliet

Records Clerk Lavona Balliet retired from the District on March 30, 1990 after 11 years of service with RTD. Lavona started with the Personnel Department on May 16, 1979. She plans to redecorate her condominium in Laguna Hills, do a little gardening, travel to visit her children, and other friends and relatives. "Otherwise, just relax," she said.

Letters to the Editor

Dear Editor:

The March issue of the *Headway* featured a letter from Axel Heller on the aerial spraying of malathion currently being carried out by the state here in Southern California. The tone of the letter was placating and reassuring with regard to the presumed harmlessness of this pesticide. The legitimate concerns of residents opposed to the spraying were only superficially addressed. Axel cites no sources for the information in his letter, which frankly sounds as though it were taken word-for-word from one of the Food and Agriculture Department's press releases. Let me present another side of the story.

Contrary to the impression readers may have gotten from this letter, there is no consensus of opinion within the scientific community on malathion's effects on humans and lesser animals. There are many toxicologists, entomologists, researchers, and medical doctors who have publicly voiced their concern. Dr. Adrian Gross, Senior Science Advisor to the US Environmental Protection Agency, says, "It has been conclusively demonstrated . . . that the test agent, malathion, behaves as a carcinogen in that it significantly increases the incidence rate of tumors among experimental animals. . . There is no question in my mind or in that of any rational person that malathion is a carcinogen . . . the scientific

conclusion is inescapable." EPA toxicologist Brian Dementi noted in a July, 1989 memorandum that an experimental study showed "significant increases in tumors exposed to malaoxon." Malaoxon is a by-product of the breakdown of malathion in the environment. Alfredo Sadun, Associate Professor at the USC School of Medicine, warns of the "powerful delayed neurotoxicity" of this chemical, and cites the studies conducted in Japan by Dr. Satoshi Ishikawa, which led the Japanese government to ban aerial spraying of malathion after it was linked to permanent damage to the human optic nerve. These are just a few examples. The World Research Foundation has collected the results of hundreds of such studies. The March 2 issue of the *Los Angeles Reader* published summaries of 37 such studies. The state continues to defend the program by pointing to the results of one 10-year-old study, which has been questioned by many experts and publicly disowned by one of its principal authors, Dr. Mark Lappe.

A favorite refrain of the program's apologists is that there is no danger due to the low dosages being used. A person's susceptibility to malathion, or any toxin, is highly individual and depends on genetic factors, physical condition, body type, etc. At greatest risk are pregnant women, young children, the sick, and the

elderly. We are all unique—two people can get stung by the same bee, and one gets a bump on his arm while the other becomes violently ill. Same toxin, same dosage; it's the individuals who are different.

In short, we are all being subjected to repeated applications of a pesticide which is the subject of widespread disagreement in the scientific community. So, are people getting sick? According to Dr. Paul Papanek of the LA County Dept. of Health Services, only two or three calls per week are received over their phones in regards to health complaints related to the spraying. As a member of a volunteer organization determined to get the spraying stopped, I have personally talked to several hundred people regarding health problems (flu-like symptoms, headaches, vomiting, blurry vision, dry coughs, etc.) since the spraying began. State Senator Art Torres claims to have logged more than 10,000 such calls. Such a discrepancy becomes understandable once you have tried calling County Health Services yourself. The staff there makes every effort to convince you that your problem is not related to the spraying. They will tell you there is no way to prove your ailment is malathion-related unless you go to your own doctor to have your cholinesterase level tested. Of course, this test in itself is meaningless unless you have had a previous test for baseline

comparison. If there is any possible alternative diagnosis, your call will not be reported.

Citizens throughout LA and Orange Counties are using every legal means to bring a halt to the spraying. The City Councils of LA, Burbank, Glendale, Westminster, Pasadena and others have condemned the program and petitioned the state to cease and desist, at least until the many unanswered health questions are resolved. In the most recent LA Times poll, 59% of those polled said they were against the spraying. The politicians are definitely beginning to feel the pressure. A tentative end date of May 9 was recently announced, apparently surprising even those scientists on the state's advisory board who have stood behind the program. But there is no cause for celebration yet—within days of the state's wishful announcement that the Medfly appeared to be "under control," flies were trapped in two previously uninvolved areas. Mexican fruit flies have recently been turning up in local traps as well. And don't forget that the "Declaration of Emergency" which allows the state to spray this pesticide without regard for the wishes of local governments or private citizens, and without the approval of appropriate environmental agencies, is valid until 1992.

This letter has dealt only with the possible
continued on page 42 . . .

RTD's LA Marathon Runners

by Richard Lopez, Division
3207 photos by Mario Neri

I would like to congratulate all who participated in the 5th annual City of Los Angeles Marathon, Sunday, March 4. The race day proved to be rewarding to all the runners.

The skies were overcast and the weather was cool. At exactly 8:35 a.m. the cannon blasted and approximately 17,000 runners and walkers (including myself) started the 26-mile journey.

It took us 12 minutes to cross the starting line, as the thousands of runners lined up before us took off. Nearing the five-mile mark we sidestepped a fallen runner who was obviously pushing harder than what he could endure. By the seventh mile the rain came down. While it was welcomed by some, others dropped out. Going into the 15-mile mark the rain stopped, body temperatures were lowered, and the general mood was positive.

At the 17-mile point the sun began shining brightly which caused the wet road surface to steam up. Many people were having trouble breathing and began walking. I ran to the 19-mile mark at an 8-minute mile pace, when the adverse weather finally affected me. I walked/ran to the 24-mile mark. There, with the help of some encouragement and competition from another runner, I decided to go into the finish line running all out.

Although I spoiled the

pace I had set earlier, I was determined to finish. My unofficial time was 4:44:30, or a 9:09.1 per mile pace. I placed 9,069th out of 14,046 finishers. Manuel Duarte-Orive's time was 4:24:23. Manuel has run in all five marathons and his best time was 4:17:00. His goal is to make 3:30:00.

The event would not have been possible without the help of hundreds of volunteers who were there when we needed them. Until next year, thank you and God bless you all.



The author of this month's cover story, Richard Lopez, (standing) and Manuel Duarte-Orive (sitting) appear with their Marathon medals.

From John Hardwick of Division 6: "Just being there, a part of it, makes you feel very important; involved in a huge event. Running through the event you get a lot of goosebumps. You feel a lot of self-esteem, whether you win or not, you ran 26 miles, and that's quite an accomplishment. I just want to thank all the spectators and all the



RTD runners meet at the Coliseum to boost each other's spirits before the race. They include, from left to right: Mechanic A Mario Razo, 4:06:10; Mechanic A Rosendo Jaurequi, 4:39:22; Mechanic A Armando Urena, 4:11:00; TOS Tony Amoroso, 4:57:21; Operator John Hardwick, 4:48:00; Mechanic A Miquel Enriquez 4:44:00; and Operator Arturo Cardone, 4:28:00.

volunteers who helped, and the one and only--Nike shoes. Without them and the equipment I wouldn't have finished the marathon. Also, talking to the Olympic winner, Florence Griffith-Joyner and her husband, Al Joyner, gave me the idea to participate in the marathon, I want to thank them, too. I want to thank God with all my heart that he made it possible to have a marathon in Los Angeles."

Richard Lopez, Manuel Duarte-Orive, and John Hardwick are just some of the many RTD employees who participated in this year's marathon. The *Headway* is proud to list the names and times of these courageous men and women who made the commitment to push themselves to the ends of their endurance. This list



Ava Sandoval, daughter of TOS Tony Sandoval.

is by no means a complete list. Those employees who were not listed in this article are encouraged to call in and report your accomplishment for publication in the June issue.

Other runners include Marta Fuentes; Cathryn Nunez; Jose Solano; TOS Tony Sandoval.

Zachary Sweeps 4th Annual Chess Tournament

The 4th Annual RTD Chess Tournament commenced March 3 at Division 3-Transportation with the first round pairings presenting the first two surprises to the Chess community. Newcomer Curtis Wyatt, an operator from Division 5 upset three-time tournament champion Primo Sumagaysay, and newcomer Michael Zachary, an auditor with the Inspector General's Office, went on to win the five-round Swiss tournament with five wins.

Zachary, 36, the first-place winner has only been with the RTD four months but has been a chess player for the last 20 years. He is intermittently ranked between master and expert by the U.S. Chess Federation. "I thoroughly expected to win," said Zachary. "RTD's club is new and it hasn't had the time to develop a lot of strong players. There was some tough competition and it was a lot of fun," he said.

"I know when I say this they'll be waiting for me next year as I defend my title. The second-place winner is formidable." Zachary invites all chess players to come out and join in the tournament next year. "The more, the merrier," he said. Zachary received a trophy and \$75 from Assistant Director of Transportation Leo Bevon.

Second-place winner Curtis Wyatt has been a chess player for the last 23 years, although the tournament was the first game he has played in the previous

five years. Wyatt modestly admits that he is not as good as he used to be because he doesn't play regularly. As a student he represented his high school in the Peter Gorsky Cup tournament. "My learning to play chess was an accident. I saw some neighbors playing and asked them to show me. Soon after I opened a chess book and learned by the book how to make moves," said Wyatt. He believes any player has to be persistent and hard-headed. "You have to dig in and stay with it in order to learn the game."

To other contenders or those who are just thinking about it, Wyatt has a few words for you: "For those who didn't play just so they could play it safe, don't enter next time."

Wyatt received a check for \$50 and a certificate from Assistant Director of Transportation Leo Bevon.

Third-place winner Mike Ortiz from the MIS Department has been playing for 15 years. He picked up the game at the RTD while on his breaks. "There are better people out there, but I'm competitive," said Ortiz. "I hope to compete next year and do better. The guy in first place was hard to beat. I fell where I belong. But I'll get him next year," he said.

Ortiz received a check for \$35 and a certificate from Assistant Director of Transportation Leo Bevon.

Tournament Coordinator Emmitt Pippen said the tournament was missing



The 1990 RTD Chess Tournament Winners include Michael Zachary, first place; Curtis Wyatt, second place; and Mike Ortiz, third place. From left to right: Employee Activities Coordinator Diane Talton, Mike Ortiz, Michael Zachary, Curtis Wyatt, Emmitt Pippen, and Assistant Director of Transportation Leo Bevon.

Don Lautenbach, Norm Goldstein, Mike Ball, Marcial Nieto, Antonio Sanchez, Karl Herman, and Simmie Sanders, all of whom are excellent Round Robin players. "But, newcomer Bud Clark from Division 13 Stores was the inspirational leader for a very successful tournament. We would like to thank Jon

Mossembekker, Division 3-Maintenance, and Jose Vigil, CMF, and our host, Division 3 Operator Jorge Nilo for their unwavering devotion that made this a very good and successful tournament. The UTU and Employee Activities are to be thanked for their support."



Employee Activities Coordinator Diane Talton presents TOS Emmitt Pippen with a certificate of appreciation for his untiring efforts in coordinating athletic and chess events.

Dispatcher Heads Up Computer Group

RTD Dispatcher Larry Blair started a computer user's group in 1987 after becoming intrigued with the Transit Police Department's computer and its ability to retrieve data within seconds. "I was amazed at how quickly it was able to pull up data. From that point I went out and got a Commodore "AMIGA" computer."

He started his AMIGA club to fulfill a need: the help they need. "My basic belief was to give the new owners a place where they could go and get the basics and then let them branch out on their own after that," said Blair. It has seemed to work. Over 3,600 people have visited his club since its inception. It is the most active AMIGA group in the Los Angeles area with 4 meetings a month.

The group teaches members basic hook-up of the computer using the CLI and more. "We are a very friendly group and at present have 140 members and are growing at the rate of 5-10 members a month. We pride ourselves in the fact that we are a group based around the new people," he said.

The format of meetings are as follows:

First Monday of each month at 7 p.m.--Pot-pourri Meeting

(A little of everything goes on at this meeting, just name it and it shall be done.)

Second Saturday of each month at 1 p.m.--Beginner's Class

(This is designed to



Larry Blair (seated at the computer) chats with some of the AMIGA computer club members during a break from an animation demonstration. Blair is president of the AMIGA Users Group of Long Beach.

help all of you beginners get over your stumbling blocks. There are three levels of classes taught.)

Third Sunday of each month at 1 p.m.--General Meeting

(The big meeting of the month, there are guest speakers, software and hardware demos of new and exciting products as well as several other items on the agenda. The club library contains over 500 disks filled with public domain software which is available at this meeting. A raffle is held and for a dollar members get a chance to win a software package of far greater value. The club newsletter is also passed out to everyone.)

Third Monday of each month at 7 p.m.--Graphics/Animation/Video Class

The club meets at the Huntington City Bank located on the northeast corner of Lakewood and Artesia Boulevard in the

city of Bellflower. It is located south of the 91 freeway one-half block off Lakewood Boulevard. For information you may call Paul at (213) 432-2088 or Larry at (213) 422-8226 between the hours of 11 a.m. until 2 p.m. weekdays or anytime after 11 a.m. on weekends. People may attend meetings for free, but membership dues are \$25 a year which is used to provide club members with computers, blank disks, and software. The fee also entitles members to considerable discounts on software.

About the Cover . . .

The runners on this month's cover are, front row, from left to right: Mario Razo, Rosendo Jaurequi, and John Hardwick. Middle row, from left to right: Tony Amoroso, Cathryn Nunez, and Tony Sandoval. Back row: Arturo Cardone.

. . . Letters to the Editor

. . . continued from page 39

health dangers of the aerial spraying program. There are many other issues involved. What are the actual potential damages to agriculture in California should the Medfly reach the Central Valley? Is the eradication strategy realistic, or should we be seeking ways to control and live with the pest? What effect has the fly had in other regions of the world where it has gained a foothold? I will address these questions in the next issue of the *Headway*.

Steve Rank
Division 7 Operator

For Sale

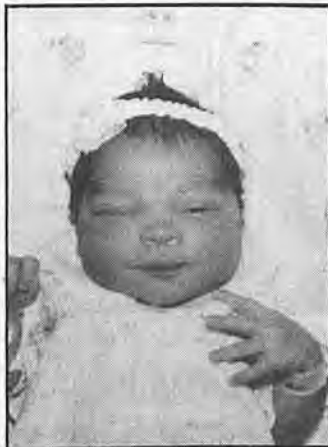
15x 7 GT aluminum alloy rims \$150...call Eddie (818) 547-0770 after 9 p.m. or call pay telephone at Division 3 and leave a message: (213) 224-9028.

1972 Dodge mini-motor home, new engine with only 5,000 miles. Built-in oven, refrigerator, heater, sleeps 4. Runs on regular gas, 50-gallon gas tank. Needs TLC. \$4,000 or best offer. Call Ed at (213) 972-7180.

1981 Starcraft tent trailer. 2 queen-size beds, plus 2 double beds. Built-in stove and refrigerator. Excellent condition. \$2,900 or best offer. Call Ed at (213) 972-7180

BIRTHS

Born to Division 10 Service Attendant Robert Berdin and his wife, Rosa, a beautiful bouncing baby girl, Rosa Anna on February 28, 1990 in West Covina. She weighed in at 6 lbs, 14 oz. and was 19 inches long. Rosa is the Berdin's third child. Her brother Jesus, 4, and sister Belinda, 2, are very happy.



Jazzmine Starr Greene.

Division 18 Operator Irma Limon, joyous over the birth of a new granddaughter born to her daughter, Eileen. Jazzmine Starr Greene, born March 10, 1990 at 4:03 p.m., weighed 7 lbs. 7 oz. and was 21 inches long. The grandmother of five is ecstatic after waiting 9 years for the arrival of her second granddaughter.

Restaurant Review

by Susan Harvey,
Div. 15 Asst. Manager

There are many good neighborhood Italian restaurants around, most have a standard menu with pizza, pasta, salads, and veal dishes.

We tried one in Canoga Park called Uncle Mike's. The portions were nice, the veal was tender and they make great garlic bread.

In West Los Angeles on Santa Monica Blvd., there is a Deli restaurant that serves some of the best Italian food around. There is no pizza, just pasta, chicken and veal dishes. Their soup is light and very good--try the beef broth with tortellini. Salads are big enough to share. Their appetizers are excellent, try the scallops in the basil mustard sauce.

The main courses are outstanding. The chicken, mushroom, and chestnut sauce dish is very different and very good. It is the only chicken dish that isn't served boned. All the rest, such as chicken tarragon, are made with boneless breast of chicken. The veal dishes are tender and prepared just right. Try the veal with lemon and capers. This is a very simple dish, but well worth trying.

They have a variety of sauces for the fresh pasta. My favorite is the wild mushroom sauce. They use different types of wild mushrooms with garlic, shallots, and cream. The sauce is addicting. They serve hot, fresh baked bread with all the meals. Gian Franco, 11363 Santa Monica Blvd. (213) 477-7777.

Scholarship Fund Named for Operator's Son

The Rancho Cucamonga Pop Warner Football League named its annual scholarship in honor of Henry Josh Richardson II, who died of cancer May 25, 1989. Henry was the son of Division 10 Operator Henry Richardson.

Richardson participated in Pop Warner competition for four seasons, and scored three touchdowns from his halfback position in October, 1985--his final game.

Any graduate of Alta Loma High School who participated in Pop Warner football is eligible for the \$300 scholarship. The

scholarship will be awarded in June, 1990.

Richardson was diagnosed as having cancer in May of 1988. The 16-year-old attended Eisenhower High School, and enjoyed distance running and bodybuilding, as well as football.

Any graduate of Alta Loma High School who participated in Pop Warner football is eligible for the \$300 scholarship.

The San Bernardino County Sheriff's Department and the San Bernardino Police Department played a benefit football game for Richardson, and appointed the youth an honorary peace officer.

San Francisco 49er defensive back Ronnie Lott--a graduate of Eisenhower High School--visited Richardson during his illness.

For those wishing to make donations, they may be sent to: Henry Josh Richardson II, Memorial Pop Warner Scholarship, P.O. Box 1016, Rancho Cucamonga, CA 91701.



Henry Josh Richardson II.

WHEN A COWORKER HAS AIDS

Tips For Support

Someone you work with has been diagnosed as having AIDS. What is AIDS and, as a coworker of someone having it, what should it mean to you? For answers, it's necessary to look at the medical definition of AIDS, consider how it is transmitted and relate this information to the environment of the workplace.

AIDS Defined

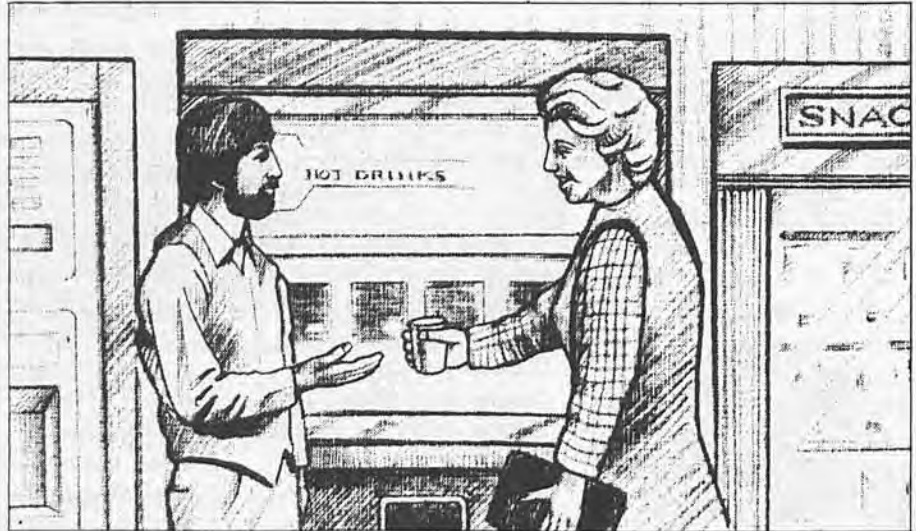
AIDS is the acronym for "Acquired Immune Deficiency Syndrome". A person sick with AIDS has had his or her immune system seriously weakened by a virus. The scientific term most often used to identify the virus is "HIV" (Human Immunodeficiency Virus). A person may test positive ("HIV positive" or "HIV+") for the virus but exhibit none of the infections associated with AIDS. Only those testing HIV positive and exhibiting the associated infections are classified as having AIDS.

Transmission Of AIDS

The AIDS virus is spread through direct transmission to the bloodstream by unsafe (unprotected) sexual contact, through the sharing of hypodermic needles, from tainted blood products and from an HIV+ mother to her fetus.

AIDS And Work

The AIDS virus is not spread through casual contact. In the workplace, your HIV positive coworker need not be restricted from using and sharing office



facilities and equipment such as:

- Office or line equipment, including typewriters, computers, or tools.
- Restrooms and shower facilities.
- Telephones and headphones.
- Cafeteria facilities.
- Protective outer clothing.
- Drinking fountains.

For persons in the health, food and personal service fields, the same basic precautions taken to prevent the spread of any infectious disease are adequate to prevent the spread of AIDS.

Coping With Fears

If you are feeling fearful and apprehensive about the situation, contact your local public health department or an AIDS hotline for more information about the disease.

"The AIDS virus is not spread through casual contact. In the workplace, your HIV positive coworker need not be restricted from using and sharing office facilities and equipment..."

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Bodie, The Ghost Town That Still Lives

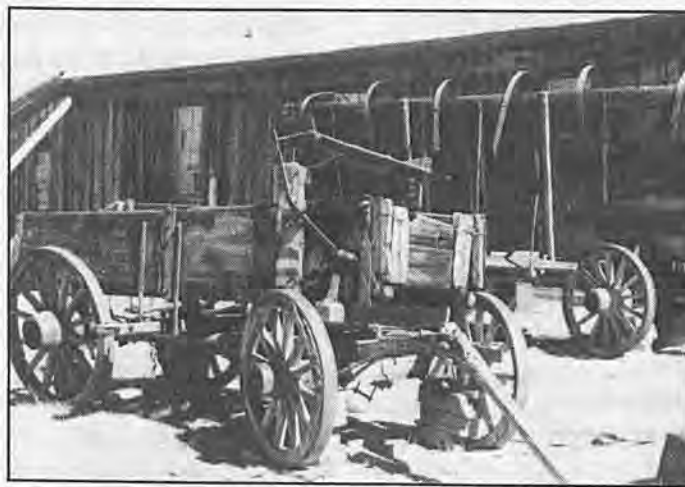
by Axel Heller

"Goodbye God, we're going to Bodie". Those words were overheard in a prayer from a little girl upon hearing that her parents were moving to Bodie and was printed in a Truckee newspaper in 1879. The Bodie newspaper responded that this girl was misquoted, and what was actually said was "Good, by God! We're going to Bodie."

How did Bodie obtain such a reputation? First, I will give you a brief history of how the town began. It all started with a Dutchman from Poughkeepsie, New York variously named William S. Body, "Dutch" William S. Bodey, Waterman "Bill" Body, or Waterman S. "Bill" Body. (As you will find that throughout history, names will become misspelled as it was in the particular incident of naming the town. The new spelling is attributed to an illiterate sign painter who misspelled the name into what it is today -- BODIE.)

Bodey arrived in California in 1848, one of the first of the gold seekers hoping to find their fortune. He teamed up with 3 others, notably "Black" Taylor, a half Cherokee Indian. They headed to the "other" side of the Sierra over Sonora Pass to the new exciting diggings of the Dogtown-Monoville area. (Towns started just about anywhere that might hold promise of instant wealth). It was on a return trip for provisions when they found promising "paydirt" during

the summer of 1859. It was here that they constructed a cabin in what would become known as Taylor Gulch. In their many forays into Monoville for supplies, both Bodey and "Black" Taylor were caught in a sudden but fierce snowstorm in November 1859. Bodey weakened and was left behind. In March 1860 his body was discovered and buried.



A buckboard wagon is locked in time and place.

The town of Bodie was nothing more than a camp until about 1877 when the Standard Consolidated Mining Company was incorporated. Many of the boom towns were rapidly fading in their mineral wealth, notably Dogtown, Monoville, and Aurora and it appeared that miners all rushed into the new booming area. By early 1878 Bodie had a population of 1500 of which about 600 were unemployed, 175 cabins and houses, and 28 saloons. By the end of the year the population increased to 5,000, with 800 houses, 47 saloons and 13 law firms. Over 30 new

arrivals per day was the average for new residents in the winter, when travel was the most difficult.

With such rapid growth, a bad element that preyed on easy living moved into town. Gamblers and prostitutes arrived in numbers during this boom period. Shootings, knifings and fights occurred regularly in the saloons, and the reputation

of the "Bad Man from Bodie" came into being. Many people that left Bodie were often thought to be the Bad Man from Bodie, but the term *Bad Man* was originated by early journalists who delighted in irony and made fun of the cowardice and marksmanship of the roughs in town. The Bad Man was characterized for his vocabulary of oaths, taunts and yells. When shots were fired, he would quickly lose his nerve. Marksmanship was often poor as in this example: "Deegan and Donnelly had a duel on Main Street at long range. Nine shots were fired but

no one was injured, not even a bystander. (They had carefully avoided getting too close to each other)." One particular saloon, the Candelaria was known as "bad shot gulch." The following is an encounter that occurred between Washoe Pete (a Bad Man) and a dude mining expert new in town. "Pete heard that the dude was in a certain saloon, so he decided to add a little stature to his reputation as a Bad Man by initiating the man. He swaggered through the saloon doors and began waving his gun and knife in the expert's face. He immediately informed the dude that he, Washoe Pete, was the meanest man alive. The expert begged for mercy and backed into a corner. Pete then laid his weapons aside and bragged to onlookers that he would not have need for them to dispose of such a pitiful creature. But as soon as he dropped his weapons and advanced on the cowering man in the corner, the expert suddenly came to life and beat Pete to a pulp. Pete's reputation died in that encounter."

Bodie had its own Chinatown. The main street was called King Street and it was located in the northwest corner of the town. The Chinese held the menial jobs of woodcutting the steep slopes, growing vegetables, and running your typical laundries. They even had a "JOSS" house, where opium was
continued on page 46...

. . . Bodie, The Ghost Town

. . . continued from page 45

smoked and everyone was welcome. (Yes, even Bodie had a drug problem in the late 1800's).

One of the cross streets that intersected King Street was called Bonanza Street where the "Red Light" District was located. Bonanza Street was also known as Maiden Lane and Virgin Alley in the early days of the town.



Bodie's Methodist church retains its rustic integrity despite the surrounding decay in the town.

Mining was limited in activity in the 1860's and early 1870's until an accident occurred that called attention to the area in 1874. Two miners had lost their claim because of debts incurred of \$8,000. The new owner was unable to sell the property, and eventually the 2 miners returned and it was agreed that they would purchase the mining claim back for the money owed, and that it would be paid as the ore was removed. They were about to give up, when there was a cave-in that exposed the rich gold vein. There were poor "reports"

of the quality of the ore that kept investors away and it wasn't until the Standard Consolidated Mining Company was incorporated in 1877 that any major development of the wealth below the surface took place. What caused the greatest attention was when the Standard Mining Co. declared a fourth dividend of \$1.00 per share, which was unheard of at the time.

The mines were very productive from 1878 to 1882, and the average wage was \$4.00 per day for a miner--unheard of in those days! It has been estimated that the Bodie mines produced over \$21 million and the Standard mine accounts for over half of that amount. (Gold was selling for \$20 per ounce, today the price is about \$400 per ounce). After 1881, several mines closed and the town began to decline in population. The "bad" element was the first group to leave.

Bodie was the first town in the world that used the new technique of "cyanide leaching" of gold recovery and this revitalized the district in the 1890's. (Cyanide in a very weak solution, was discovered to dissolve microscopic particles of gold, silver and other metals. Mercury had been used to separate gold from the crushed ore.) By using the new cyanide process on the tailings in the waste ore dumps, a greater amount of gold was recovered than during the original boom.



The remains of the Bodie Bank after the disastrous fire of 1932.

History was made again in 1892, when the first hydro-electric power was transmitted over a distance of 13 miles. There was a common theory in those days that electricity had to be generated locally, because it was believed that the electricity could not follow the wire around corners and would be "lost." Today, electricity is transmitted hundreds of miles. Engineers from all over the world came to see this power plant. Today most of the generators and machinery located in town are collecting rust.

There were "two ministers of the gospel" in the year 1878. There were many attempts to build churches to accommodate the ministers, but it wasn't until September 1882 that the Catholic and Methodist churches were built, well after the town began to decline. Today, only the Methodist Church remains.

Fires were the biggest threat to all of the western towns. Most, if not all of

the buildings were made of wood, pine being the most common available building material. The wood would become tinder dry and any fire could spell disaster to a town. Bodie maintained a volunteer fire department that contained the fires to minimum damage. Disaster to the town was prevented until July 1892 when a fire started in a restaurant on Main Street and only a trickle of water came out of the water hydrants. The main valve had been accidentally turned off. By the time water was available to fight the fire, Main Street was in a smoldering ruin. In June 1932 a little boy playing with matches nearly destroyed the town and the buildings standing today are all that remains from that fire. Again there was no water to fight the fire because the water lines were not properly maintained, dirt and rocks had clogged the pipes.

Sam Clemens (known
continued on page 47 . . .

RTD MOVIES GOES TO THE MOVIES

Our Rating System

***** - A Classic

**** - Excellent; Worth your time

*** - Average; Discount tickets strongly suggested

** - Fair; Has some good points, but flawed

* - Pathetic; Don't waste your time

BOMB - *Siege of the Saxons* -- a very silly knights in armor epic

Yes, I know that Glasnost is all the rage now, and I don't say this to cast any aspersions on Mr. Gorbachev's efforts, but the Russians can still make marvelously good enemies in movies and books. This is because tension is far more exciting than peace.

Hunt for Red October is enthralling theater, the kind of film that makes you perch at the edge of your seat and clench your fists, waiting for everything to fall to pieces. For those of you who haven't read Tom Clancy's book, it's the story of a Russian submarine commander who decides to defect with his country's latest technological advancement. As soon as Moscow finds out, the hunt is on. Of course, our side has gotten wind of the defection, too, and are interested in finding this guy before the Russians do. What follows is a riveting game of cat and mouse on many levels, where not all of the players know the rules. And some of those

players find themselves, ultimately, to be merely pawns.

There are two main points of focus to the film: Sean Connery as the submarine commander and Alec Baldwin as the CIA agent (more of a researcher, really) who has studied his career and thinks he knows what the man is up to. Connery can't reveal his true purpose to his crew, relying on only a few trusted officers. Baldwin has to convince the CIA that Connery is really defecting and isn't planning to lob missiles at Manhattan. Did I mention that Connery's sub has something called a caterpillar drive that makes him virtually invisible to sonar? That's what's driving both sides crazy -- trying to find the sub. After all, they have to find him before they catch him.

What makes this highly improbable story work is that high level craftsmanship that is evident in every frame. At the beginning, the Russians speak Russian (although Connery still sounds somewhat Scottish) with subtitles, then we are smoothly moved into English so we can understand the actors. It's a neat little trick that works very well, and helps set the tone of the film for the same time. Industrial Light and Magic's underwater shots of the various submarines are

eerie and claustrophobic. The Navy offered technical services and a few subs and ships, so things look real. All of this forms a background that accentuates the story the actors are playing out on it.

Sean Connery was a perfect choice for the Russian commander. He is, as always, possessed of a screen charisma that lets the audience happily follow where he leads, not really stopping to ask if all the pieces make sense. You need that in this film, or the delicate framework would all fall apart. Alec Baldwin's character is not as forceful, but he's not meant to be. He's, in many ways, the exposition, letting us know what is going on in Connery's mind, voicing things the captain can't share with anyone. We don't, however, know if he's right in his assumptions...

Supporting these two are a wide range of talented character actors, most of whom you've seen before, but probably don't know their names. James Earl Jones, Jeffrey Jones, Sam Neill, Scott Glenn, and Tim Curry are the best known of these, but don't worry if their faces don't come to mind immediately. They help to make this an ensemble effort where every piece fits in its place. Good ensemble work is difficult to find in films today in a system where everyone seems to be grabbing for as much of the spotlight as they can, often to the detriment of the picture. Part of this credit goes to the cast, and part to the director, John McTiernan, who was also responsible

for *Die Hard*.

I don't care if there are holes in this plot, if they don't really give you any background, if Connery's motives for defecting are somewhat hazy. When you're watching the film, it doesn't really matter. The cast is superb and works together in an almost seamless fashion, and you leave the theater feeling satisfied and entertained. That's what going to the movies is all about, isn't it?

Rating: ****-1/2

Comments: Might be a little long and talky for young children, but highly recommended for adults.

... Bodie

... continued from page 46

as Mark Twain in later years) was a silver miner in the nearby town of Aurora, Nev. in the 1860's. In his book *Roughing It*, which describes several of his adventures, he writes that there are only "two seasons in Bodie, the breaking up of one winter and the beginning of the next." I have visited Bodie in summer and I can tell you, it can get cold there. The town is only 8,375 feet above sea level, but it is located in an exposed valley. A friend of mine was snowed-in in August.

Bodie became a California State Park in September 1964. The town is maintained in "arrested decay" by the State Park system. You may reach Bodie by traveling north on highway 395 to just south of Bridgeport. There is the highway 270 turnoff to go to Bodie. Bodie is located in Mono County, just north of Mono Lake.

RECREATION NEWS

May

- 20-21 - Sesame Street Live - Sports Arena \$10.50
Arena seats for \$8.50
- 20 - Willie Nelson and Emmy Lou Harris -
Universal \$18.00
- 21 - Angeles vs Milwaukee \$8.00
- 24 - Dodgers vs Philadelphia \$6.00
- 27 - Dodgers vs New York \$6.00
- 28 - Dance Theatre of Harlem \$35.00 tickets
for \$31.50
- 29 - Dodgers vs Montreal \$6.00

Disneyland--Sundays May 14 and 21 and Monday May 29 Memorial Day. \$14.75 per person (all ages) Children 2 years and under free. (Regular admission \$23.50/Child \$18.50)

HEADWAY

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

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June

- 3 - Angels vs Kansas City \$8.00
- 4 - Dance Theatre of Harlem \$31.50
- 10 - Dodgers vs Cincinnati \$6.00
- 15 - Dodgers vs Houston \$6.00
- 17-18 - Playboy Jazz Festival prices TBA
- 18 - Dodgers vs Atlanta \$6.00
- 24 - Angels vs Baltimore \$8.00
- 24 - Smokey Robinson - Universal \$24.00
- 25 - Tiffany - Universal \$19.00 for \$14.00
- 28 - Dodgers vs San Diego \$6.00
- 30 - Dodgers vs Pittsburgh \$6.00
- 30 - Ashford and Simpson - Universal \$19.50

Knotts Berry Farm June 17-23 \$12.00 per person - Regular prices
Adults \$19.95 - Children \$15.95 (2 years and under admitted free)

Wild Rivers Water Park in Irvine. Adults (10 & older) \$10.50 (regular \$14.95) Children (3-9) \$7.95 (regular \$10.95)

Raging Waters - Water Park in San Dimas Adults \$8.95 Child \$7.75

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